REGISTERED No. 770—1872.

The Bombay Gazette.

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SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship JAVA, 1,465 Tons, 180 H.P., Commander J. Avery, will be despatched on THURSDAY, the 26th June 1873, at 4 P.M.

Leave BOMBAY	June 1873. 26	Leave Negapatam	July 1873. 9
„ Carwar	28	„ Madras	11
„ Narrakal for Cochin	July 2	„ Cocanada	13
„ Alleppy	2	„ Vizagapatam	14
„ Tellicherry	4	„ Bimlipatam	14
„ Colombo	5	„ Gopaulpore	15
„ Galle	6	„ False Point	16
Arrive CALCUTTA	8	Arrive CALCUTTA	18

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz., from 17th May 1873, to the end of August, it is uncertain whether communication can be maintained with the ports of Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, the Steamers will however call at these ports, weather permitting. Passengers for the N'ilgherries can be landed at Narakal, six miles north of Cochin whence they may proceed by back water to stations on the Madras Railway.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Bussrah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH, and calling occasionally at BHAREIN, KOWEIT, and MAHAMERAH.

The s.s. PENANG, 626 Tons, 120 H.P., Commander F. Corrow, will be despatched on WEDNESDAY, the 2nd July, 1873, at 2 P.M.

July 1873.		July 1873.	
Leave BOMBAY	2	Leave BUSREH	21
„ Kurrachee	5	„ Fao	21
„ Guadur	7	„ Bushire	23
„ Muscat	9	„ Bahrein	27
„ Bunder Abbas	11	„ Linga	27
„ Linga	13	„ Bunder Abbas	29
„ Bushire	15	„ Muscat	31
„ Koweit	17		August.
„ Fao	17	„ Guadur	4
„ Mahamerah	17	„ Kurrachee	4
Arrive BUSREH	18	Arrive BOMBAY	8

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the S. W. Monsoon despatch a Steamer to Kurrachee every WEDNESDAY, and an Extra Steamer every SATURDAY, at 2 o'clock.

The days of departure during the Season commencing from 22nd September will be FRIDAY and MONDAY.

The Steam-ship EUPHRATES, 853 Tons, 120 H.P., Commander J. Melville, will be despatched on SATURDAY, the 21st June 1873, at 2 P.M.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander J. R. Gavin, will be despatched on WEDNESDAY, the 25th June 1873, at 2 P.M.

The Steam-ship PENANG, 1,038 Tons, 120 H.P., Commander F. Corrow, will be despatched on WEDNESDAY, the 2nd July 1873, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS AND CALCUTTA.

THE S. S. SIR JOHN LAWRENCE will be despatched to the MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA, calling at the undermentioned Ports (weather permitting):—

Leave Bombay	26th June.	Leave Alleppy	30th June.
„ Ratnagherry	21st „	„ Tuticorin	28th „
„ Vingorla	21st „	„ Colombo	29th „
„ Goa	21st „	„ Negapatam	1st July.
„ Carwar	22nd „	„ Pondicherry	2nd „
„ Mangalore	23rd „	„ Madras	4th „
„ Cannanore	24th „	„ Cocanada	6th „
„ Tellicherry	24th „	„ Vizagapatam	7th „
„ Calicut	25th „	„ Bimlipatam	7th „
„ Beypore	25th „	„ Gopalpore	8th „
„ Narakal	26th „	„ False Point	9th „
„ Cochin	29th „	Arrive Calcutta	11th „

For Freight and particulars apply to the Undersigned.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay, 10th June 1873.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.

THE Steamer ARETUSA, 1,280 Tons, will be despatched for Trieste, via Suez Canal, on or about the 10th July 1873. This Steamer has only limited accommodation for a small number of Passengers.

RATES OF PASSAGE.

(Including a liberal Table, exclusive of Wine and Liquors transit through Egypt, and free conveyance of 3 cwt. luggage.)

	Cabin.	Deck with Food.
To Trieste	£40	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, Elphinstone Circle, 10th June 1873.

STEAM COMMUNICATION WITH ITALY. (VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave,

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Without Food.
Suez	36	22	8	
Port Said	36	24	8	
Alexandria	39	25	9-10	Including Wines.
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamer from Bombay:—

PERSIA, on TUESDAY, 1st July 1873.
ARABIA, on FRIDAY, 1st August 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 4th November 1871.

TO PREVENT WHITE ANT

IN	FOR
WOODEN SHIPS,	SHINGLE ROOFS,
RAILWAY SLEEPERS,	SHIPS' BOTTOMS,
BEAMS AND HOUSE TIMBERS,	DAMP OR WET WALLS, AND GENERAL IRON AND WOOD WORK,

One Coat is sufficient of

GRIFFITHS' PATENT ENAMELLING PAINTS.

THOMAS GRIFFITHS, 24 Fenwick Street, Liverpool or G. W. WHEATLEY & Co., Bombay Agents.

RIMMEL'S CHOICE PERFUMERY,

Ireland-Ireland, Vanda, Rena, Jockey Club, Frangipane, White Rose, Violet, Tea, Coffee, and other sweet Perfumes.

Rimmel's Lime Juice and Glycerine, the best preparation for the Hair (Glycerine and Wingrove Soap, Violet, Rice, and other Toilet Powders.

Rimmel's far-famed Toilet Vinegar. Aquadentine for the Teeth. Photocrenon, to supersede Hair Dye. Fancy Crackers.

Eugene Rimmel, Perfumer to H. R. H. the Princess of Wales, 96, Strand, 128, Regent Street, and 24, Cornhill, London.

Sold by all Perfumery Vendors throughout the world.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 20th June, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. ORISSA, (1,666 Tons, and 300 H.P.), Captain W. Festiman, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

GEO. F. HENRY,
Bombay, 13th June 1873. Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 30th June, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. LOMBARDY, (2,513 tons and 450 H.P.,) will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 27th instant.

GEORGE F. HENRY, Superintendent.

Bombay, 16th June 1873.

SALES BY AUCTION.

MENESSE AND COMPANY.

AUCTION SALE OF COTTON.

THIS DAY, FRIDAY, the 20th instant, at 4 P.M., Messrs. MENESSES and Co. will sell by Public Auction, at the Apollo Bonded Warehouse on account of whom it may concern.

5 boras of damaged cotton.

FOR SALE ON COMMISSION.

A muzzle-loading double-barrel Rifle by Rigby, in oak and leather case, in good order.

MENESSE & Co.

Bombay, 20th June 1873.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

On MONDAY next, the 23rd instant, at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, at their Rooms—

7 Bales Grey Shirtings.
5 Cases Grey Dhotees.
4 Do. Prints.

To close account—

50 Cases Superior Pale Brandy.
100 Dozen Anglo-Bavarian Beer in Quarts and Pints.

AND

SALE OF VALUABLE LANDED PROPERTY, consisting of Land and a Storied House in Borah Masjid Lane within the Fort,

(Unless previously disposed of privately.)

On SATURDAY, the 5th July next, at 4 P.M., Messrs. CRAWFORD & Co. will, under instructions from the Executors of the will of the late Cawasjee Dadabhoy Moteeshaw, submit to Public Auct on on the premises.

All that piece of pension and tax ground, together with the four storied dwelling house, standing thereon, situate on the south side of Borah Masjid Lane within the Fort of Bombay, containing 56 feet in admeasurement 45 feet in length, and 13½ feet in breadth in the front end and 15½ feet in the rear, registered by the Collector of Pension and Tax under No. 52, and assessed under No. 11, and bounded on the east partly by the property of Thucker Dharsey, and partly by that of the late Jeejeebhoy Dadabhoy, Esq., on the west by the house of Dossabhoy Nusserwanjee Ghecwalla, on the north by the Borah Masjid Lane, and on the south by the sweeper's passage.

For further particulars apply to the Undersigned.

CRAWFORD & Co

Bombay, 20th June 1873.

DINSHAW HORMUSJEE AND COMPANY, No. 12, APOLLO STREET.

WEEKLY AUCTION SALE.

TO-MORROW, SATURDAY, the 21st instant, at 1 P.M., Messrs. DINSHAW HORMUSJEE and Co. will sell by Public Auction, at their Rooms, in Apollo Street, No. 12,

A quantity of Grey and Coloured Piece Goods, such as Grey Shirtings, T. Cloths, Madapollams, Jaconets, Scarfs, Dhoties, Chintz, &c.

Also, Sundries such as, plated, single, double and three-lights hanging argand lamps, ice pitchers, photographic camera, spare lenses, full half, quarter sizes, glasses, frames, Morocco cases, vivet glasses, scented cakes of soap, pomatum, waterproof cover, sodawater bottles, &c.

AND

AUCTION SALE OF VALUABLE LANDED PROPERTY, situate in the Nanabhai Bomanjee Street, within the Fort of Bombay.

Messrs. DINSHAW HORMUSJEE & Co. will sell by Public Auction, on MONDAY, the 23rd day of June, at 4 P.M., on the premises, at the instruction of, Mr. Cursetjee Cowasjee, the mortgagee, on account and at the risk of the mortgagor, Mr. Cursetjee Framjee, under and by virtue of the power of sale contained in an indenture of mortgage, bearing date the 13th day of April 1870, the valuable Landed Property hereinunder described, viz.:—

All that piece or parcel of land or ground with the messuage, tenement or dwelling-house, built and standing thereon, situate, lying and being within the Fort of Bombay, in Nanabhai Bomanjee Street, in the sub-district of Fort and Colaba, admeasuring 53 1-9 fifty-three and one-ninth square yards or thereabouts, assessed by the Collector of Assessment under No. 464, bounded on the east by the house of Mr. Nowrojee Rustomjee, on the west by the house of Mr. Bomanjee Dadabhoy, on the north by the public road, and on the south by a public road also.

Further particulars may be made known, on reference being made to the undersigned.

DINSHAW HORMUSJEE & Co.

Bombay, 20th June 1873.

NOTICES.

PULVERMACHER'S GALVANIC CHAIN BANDS,

Have given rapid relief in the following complaints when all other remedies have been ineffectual:—

Neuralgia and Nervous Headache.	Rheumatism.
Loss of Voice, Asthma, &c.	Local Paralysis.
Pulmonary Affections.	Sciatica.
Lumbago.	Gout.
Weak Ankles, Wrists, &c.	Bilious and Liver Complaints.
Indigestion.	Kidney Complaints.
Nervous Deafness.	Nervous Debility.

SOLD BY

D. S. KEMP & Co., SASSOON HOUSE, BOMBAY.

SEWING MACHINES! SEWING MACHINES!! SEWING MACHINES!!!

THE Celebrated WHEELER and WILSON'S GOLD MEDAL, SILENT WORKING LOCK-STITCH SEWING MACHINES, so well known for unrivalled excellence of work, easiness of comprehension, and simplicity of construction.

The following description of Machines always on hand for sale with spare Needles and other Accessories at the Office of the Undersigned:—

No. 1.	Plain Table Mahogany or Walnut, Polished.		
No. 2.	Do.	do.	do.
No. 3.	Do.	do.	do.
No. 4.	Do.	do.	do.
No. 2.	Half Case unpolished Walnut, or polished Mahogany or Walnut fit for Drawing Rooms.		
No. 1.	Full Case Mahogany or Walnut Polished. It has the appearance of a handsome Cabinet.		
No. 1.	Elliptic Hand Machine, fit for Ladies, or for those who may not like to use the treadles.		

All Machines warranted. Orders from Up-country promptly executed when accompanied with Remittances or Reference for Payment. Each Machine accompanied with a book of references for using the Machines given to purchasers gratis.

DOSSABHOY MERWANJEE & Co.,
No. 7, Parsee Bazar Street,
Sole Agents for Messrs. WHEELER and WILSON.

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Surat	Sorabjee Eduljee Wadia, Esq.
Jubbulpore	Baboo Moheschunder Chatterjee.

THE IMPERISHABLE PERFUME!

MURRAY & LANMAN'S FLORIDA WATER,

FOR THE HANDKERCHIEF, THE TOILET, AND THE BATH.

This most agreeable and refreshing of all Perfumes, contains in its highest degree of excellence the aroma of flowers, in full natural freshness. As a safe and speedy relief from

DEBILITY,
HEADACHE,
NERVOUSNESS,
FAINTING TURNS,
AND THE ORDINARY FORMS OF HYSTERIA,

it is unsurpassed. It is moreover, when diluted with water, the very best dentifrice, imparting to the teeth that clear, pearly appearance, which all Ladies so much admire. As a remedy or foul or bad breath, it is, when diluted, most excellent, neutralizing all impure matter around the teeth and gums, and making the latter hard and of a beautiful color. With the very *élite* of fashion it has, for a quarter of a century, maintained its ascendancy over all other Perfumes, throughout the West Indies, Mexico, Central and South America, &c., &c.; and we confidently recommend it as an article which, for soft delicacy of flavour, richness of bouquet, and permanency, has no equal. It will also remove from the skin

ROUGHNESS, BLOTCHES, SUNBURNS, FRECKLES, AND PIMPLES.

It should always be reduced with pure water, before applying (except for Pimples). As a means of imparting rosiness and clearness to a sallow complexion, it is without a rival. Of course, this refers only to the Florida Water of Murray & Lanman.

BEWARE OF COUNTERFEITS.

Buy only from respectable Druggists, always asking for the genuine, Murray & Lanman's Florida Water, prepared only by the proprietors,

LANMAN AND KEMP,
WHOLESALE DRUGGISTS, NEW YORK.

FOR SALE IN THE ESTABLISHMENTS OF

BOLTON & Co.,
AGENTS FOR WESTERN INDIA.

NEW ADVERTISEMENTS.

NOW READY,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
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"Bombay Gazette" Office, Meadow Street, Fort.

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THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains—

A Specially-Written Market Report.
Freight Report, &c.
Quotations of Imports and Exports, and Customs' Duties.

Comparative Summary of Exports from Bombay, up to date, as per Ships' Manifests, with the total Exports for the month, and for the same period as far back as 1863 and 1870 respectively.

Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Great Britain up to date, with the total for the month and the same period as far back as 1863 and 1870 respectively.

Share List and Rates of Exchange.

List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the week.

Annual Subscription in advance .....Rs. 10
Single Copy..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

CONSIGNEES of CARGO per S.S. EUROPEAN, arrived from LIVERPOOL, are requested to send their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bunders.

W. & A. GRAHAM & Co.,
Agents, S.S. European.

Bombay, 19th June 1873.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE.

Revision of Rates for Periodical Tickets and Issue of Third Class Return and Monthly Tickets for Local Traffic, between Bombay and Callian, and between Bombay and Bandora.

On and after the 1st July next, Revised Rates will be charged for 1st and 2nd Class Monthly and Quarterly Periodical Tickets; and from the same date 3rd Class Return and 3rd Class Monthly Periodical Tickets will be issued, between all Stations on this line from Bombay to Callian inclusive, and between this Company's Bombay and Byculla Stations and Dadur, Mahim, and Bandora.

The Fares for all Tickets between these places will be as shown on the Table of Fares exhibited at the Stations.

Periodical Tickets are issued only on application to the Undersigned, from whom also any further information can be obtained.

HENRY CONDER,
General Traffic Manager.

Boree Bunder Station, Bombay, 19th June 1873.

BASS'S PALE ALE,

BOTTLED BY Messrs. M. B. FOSTER & SONS.

TREACHER & Co. (Limited) are the exclusive AGENTS in this Presidency for the above Firm.

Messrs. FOSTER & SONS are the largest Bottlers of the national beverage in the World, and the Shipments of the Brand received by TREACHER & Co. during the past 12 months give confirmation of the unrivalled qualities which have gained it the eminent position so long held in the Presidencies of Calcutta and Madras.

TREACHER & Co. (Ld.),
Bombay and Poona.

N.B.—Messes, Clubs, and the Trade supplied on liberal terms.

TREACHER AND COMPANY, LIMITED,

BOMBAY, BYCULLA, AND POONA.

CHEMISTS, &c., BY APPOINTMENT TO

HIS EXCELLENCY THE GOVERNOR OF BOMBAY

REMEDIAL PREPARATIONS:

CHEMICAL FOOD,

OR

SYRUP OF THE PHOSPHATES OF IRON, LIME, AND SODA.

(PARRISH'S FORMULA.)

Of great value as a Nutritive Tonic, and for counteracting weakness arising from want of power in the organs of digestion to assimilate food. Extremely useful in Anæmia, and much recommended by Medical Men as one of the most palatable and efficient of Ferruginous preparations.

In Bottles—Rs. 2 and Rs. 3-8.

CHEMICAL FOOD WITH QUININE,

(Prepared only by Treacher and Co.)

Extremely useful where a more decided Tonic than the above is indicated. This combination of Chemical, or Life Food, for such it has been called, with Quinine will commend itself to all.

In Bottles—Rs. 2-8 and Rs. 4-8.

DR. EASTON'S

SYRUP OF THE PHOSPHATES OF IRON, QUININE, AND STRYCHNINE,

An invaluable remedy in all cases of General Debility proceeding from residence in Hot Climates.

(Prepared with the greatest care and uniformity.)

This preparation has become very popular as a general Tonic in Anæmia and Cachexia, and is extensively administered at Netley to Invalids from the Tropics. In India it seems almost a specific agent in cases of exhaustion and want of nervine power arising from over mental exertion and the depressing and debilitating influences of the Climate.

In Bottles—Rs. 2-8 and Rs. 4-8.

TREACHER & Co. (LIMITED),

BOMBAY, BYCULLA, AND POONA.

NOW READY,

SECOND EDITION OF THE

THE INDIAN TRAVELLERS' GUIDE FOR JUNE 1873.

PRICE—EIGHT ANNAS.

With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations on the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The monsoon alterations in the G. I. P. and B. B. & C. I. Railway Co.s' passenger time tables will be seen in the Guide.

The Guide, having a large circulation amongst Travellers, by rail and otherwise, is a most effective medium for Advertisements.

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Scale of Fares for Palanquins.
Scale of Fares for Boats for Bombay Harbour.

May be had at the Bombay Railway Termini, and of the following

Agents:—

Bombay	Thacker, Vining & Co.; J. and W. Watson & Co.; Hormusjee Sorabjee, Bookseller; Hammond's Refreshment Rooms; Messrs. Cooper & Co.; Auckland Hotel; Byculla Hotel; and Messrs. Atmaram Sagoon & Co.
Allahabad	Kellner & Co.
Alexandria	D. Robertson & Co.
Bangalore	"Spectator" Office.
Calcutta	Wyman & Co.
Egutpoora	Railway Refreshment Rooms.
Kurrachee	"Sindian" Press.
London	G. Street, 30, Cornhill.
Madras	Higginbotham & Co., "Madras Times" and "Madras Mail" Offices.
Matheran	Chowk Hotel and Alexandra Hotel.
Gotacamund	"Observer" Office.
Poona	Treacher & Co.; D. S. Kemp & Co.; and Royal Family Hotel.
Umballa	Railway Refreshment Rooms.

WANTED.

THE OFFICE of SUPERINTENDENT of the BOMBAY SAILORS' HOME having fallen VACANT through the resignation of the present Incumbent on account of failing health, the Undersigned will receive written applications (with Testimonials of Character), for the appointment, and will also furnish particulars as to salary, &c.

JAMES MENTEITH BREBNER,
Honorary Secretary, Sailors' Home.

Transport Office, Government Dockyard, 9th June 1873.

NOTICES.

MR. G. INZOLI, Professor of Music, begs to inform his FRIENDS and PUPILS that he has RETURNED from ITALY, and is OPEN for ENGAGEMENTS For particulars apply to Messrs. SOUNDY, BRESLAUER, and Co.

NOTICE.—The RIGHT of SELLING LIQUOR, BHANG, and GANJA, in the KHANDEISH COLLECTORATE, for the year commencing 26th August 1873, will be SOLD by PUBLIC AUCTION in the Collector's Cutchery, at Dhoolia, on the 30th June 1873.

A deposit of ten per cent. will be required at the time of sale.

J. MOORE,
Acting Collector of Khandeish.

Khandeish Collector's Office, Camp Dhulie, 9th June 1873.

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

RETIRING PROVISIONS affording the benefits of a PENSION FUND are granted by this Company. Full particulars Copies of the Balance Sheet, &c., and every information may be obtained on application to

C. J. WALLIS,
Manager for India.

Bombay, February, 1873.

ROYAL INSURANCE COMPANY.

REDUCTION OF RATES OF FIRE PREMIUMS.

The Undersigned are prepared to accept RISKS on PIECE GOODS, TWIST, METALS and other non-hazardous Goods in the European part of the Fort and Colaba, at rates showing a reduction in some cases of over 20 per cent. on those formerly charged

CAMPBELL, MITCHELL & Co.,
Agents Royal Insurance Company.

Bombay, 30th May 1873.

NORTH BRITISH and MERCANTILE INSURANCE COMPANY.—This Company was established in 1809, and incorporated by Royal Charter and Special Acts of Parliament, and has since been conducted with great success.

POLICY-HOLDERS have the advantage of a REDUCTION of PREMIUM to the HOME SCALE of RATES commencing from the date of leaving EGYPT for EUROPE, without Medical Certificate or Fresh Examination.

Applications for Forms and Tables of Rates are to be made to the Undersigned.

W. NICOL & Co., Agents.

Elphinstone Circle, Bombay, 9th June 1873.

BOMBAY OMNIBUS COMPANY, KHETWADY ROAD, No. 141.

CARRIAGES of all descriptions, with or without HORSES; also SINGLE HORSES and PAIRS may be HIRED at a moderate charge. Agreement made by the month at reduced rates. Horses shod under the supervision of a practical Farrier. Orders will be received at the Premises, Khetwady, by Mr. Burdett, Manager, or at No. 12, Military Square, Fort.

FOR CHARGES SEE CARD CIRCULARS.

FOR SALE, one new, well made, single-seated BROUGHAM, two young AUSTRALIAN MARES, trained in double and single harness.

NOTICE is hereby given, that the PARTNERSHIP for some time past carried on by the Undersigned under the Firm of KING & Co., at Bombay and Liverpool, has THIS DAY been DISSOLVED by mutual consent.—Dated this 1st day of June 1873.

NANABHOY BYRAMJEE JEEJEEBHOY.
ROBERT WOOD BARKER.
BRYAN MEYRICK KING.
FRANK GEORGE JEFFERSON.

With reference to the above Notice, the Undersigned will continue to carry on the Firm of KING & Co. at Bombay under that name on his own account.

FRANK G. JEFFERSON.

Bombay, 2nd June 1873.

TENDERS will be received by the Undersigned, up to noon, on SATURDAY, 21st instant, for the DISCHARGE of the CARGO of the wrecked Ship MONTPELLIER, now lying stranded at Alibagh.

The Cargo consists of about 1,720 Tons of Teak Timber, in Squares and Scantling.

The Parties tendering to undertake to discharge the Cargo, to place the Logs in a place of safety on shore, to watch it, and finally to forward and deliver it at Bombay as soon as the weather will permit.

A deposit of Rs. 4,000 to be paid as security for the fulfilment of the Contract.

The Undersigned does not pledge himself to accept the lowest or any Tender.

FINLAY, MUIR, & Co.,
Agents for Captain and Owners, Ship Montpellier.

Bombay, 18th June 1873.

GREAT INDIAN PENINSULA RAILWAY.

CLOSING OF THE KHAMGAON STATE RAILWAY.

NOTICE is hereby given, that under instructions from Government, the KHAMGAON STATE RAILWAY will be CLOSED on and after MONDAY, the 23rd June, instant, and until further No tice.

The Trains now running between KHAMGAON and the JALAMB STATION of the Great Indian Peninsula Railway, will be DISCONTINUED after the 22nd instant; and, after that date, all Notices of Local and Through Booking and arrangements for Passengers and other Traffic will, so far as they relate to the Line between Jalamb and Khamgaon, be cancelled and withdrawn.

HENRY CONDER,
General Traffic Manager.

Bombay, 19th June 1873.

SPECIAL NOTICE.

Caution to the Public.

Whereas several miserable

COUNTERFEITS

of

MURRAY AND LANMAN'S FLORIDA WATER

Are offered for Sale in the Bombay Market

the

Public are hereby Cautioned

against

PURCHASING THE SAME.

They are not only useless as a Perfume, but

Very injurious to the health.

The well-known Richness and Delicacy

of

MURRAY AND LANMAN'S FLORIDA WATER

Is in itself sufficient to maintain its ascendancy over all other Perfumes.

It should be purchased only from

RESPECTABLE DRUGGISTS,

Asking for the

GENUINE

MURRAY & LANMAN'S FLORIDA WATER,

Prepared only by

Messrs. LANMAN AND KEMP,
WHOLESALE DRUGGISTS,
NEW YORK.

J. NEUBERG,
GENERAL MERCHANT AND COMMISSION AGENT, BOMBAY.

FOR SALE, A LARGE CONSIGNMENT OF

LITHOGRAPHIC STONES

OF VARIOUS SIZES.

SEWING MACHINES.

WHEELER AND WILSON'S

LOCK-STITCH SEWING MACHINES.

WHEELER AND WILSON'S

HAND SEWING MACHINES.

HARMONIUMS,

BY RIETHEIMER OF STUTTGART.

Solid Oakwood Case, made to stand the Climate of India. These Harmoniums have an arrangement for excluding rats and vermin from the interior, from Rs. 175 to Rs. 600.

PRICES ARE FIXED EXTREMELY LOW TO ENSURE A SPEEDY SALE.

TABLE COVERS,

OF THE LATEST PATTERNS,

TO BE SOLD AT COST PRICES TO CLEAR THE STOCK.

TABLE LINEN,

COUNTRY MADE TABLE CLOTHS AND NAPKINS TO MATCH,

OF VARIOUS SIZES.

CROSSE AND BLACKWELL'S OILMAN STORES.

TEA.

SOUCHONG, Fine, in Boxes of 7 lbs. each, Rs. 8-8 per box.

GUINNESS' STOUT,

BY SPARKES AND MOLINE,

Quarts	in Original Cases of 4 doz., per doz.	Rs. 6 0
„	in single dozens	„ 6 4
Pints	in Original Cases of 8 doz., per doz.	„ 4 0
„	in single dozens	„ 4 4

MEERSCHAUM PIPES,

OF VARIOUS SIZES AND PATTERNS.

MILO'S CLAY PIPES,

OF ASSORTED PATTERNS.

J. NEUBERG.

SUPERIOR WATERPROOF CLOTHING.

		Cash. Rs. a.	Credit. Rs. a.
Drab Vulcanised Nainsock, the lightest and strongest Material made, will resist the most severe Weather, warranted not to stick	Coats	15 0	17 0
	Inverness Capes	22 0	25 0
	Caps	3 12	4 4
	Leggings	4 8	5 4
	Complete Suit	22 0	25 0
Best Silk Umbrellas, Rs. 10-8; Strong Alpaca		6 8	7 8

ASQUITH AND COMPANY.

VERY IMPORTANT TO

OVERLAND PASSENGERS

OR THOSE ABOUT TO TRAVEL.

ASQUITH AND COMPANY

Invite attention to the following

SPECIAL KIT.

| |

COMMERCIAL INTELLIGENCE.

THURSDAY, 19TH JUNE 1873.

Business in sterling exchange closes for this mail at almost the same rates as those we quoted at the close of last mail, the only change being1 n 6 months' sight Bank Bills, which in one instance have been sold at our advanced quotations.

Government Securities are firm, with the exception of 5½ per cent. paper, for which there is little demand.

Bank Bills, 6 months' sight..... 1s 11d. to 1s. 11¼d.
Credit Bills, do. ..... 1s. 11 3/16d.
Documents, do. ..... 1s. 11¼d. to 1s. 11 5/16d.
Bank Bills, 3 months' sight ..... 1s. 10 11/16.
Credit, do. ..... 1s. 10 27/32d. to 1s.10 ¼d.
Documents, do. ..... 1s. 10 15/16d.
Bank Bills, demand ..... 1s. 10¾d. to 1s. 10 7/16d.

On Calcutta Bank Bills, 60 days' sight..... 99¾ to 99½
Do. demand..... 100 3/16

On Madras, 30 days' sight ..... 99½ nominal.
Do. demand..... par.

On China House Bills, 60 days' sight, 221 to 221½.

GOVERNMENT SECURITIES.

Five-and-a-half per cent. 111
Four & half per cent. 105½
Four per cent. 103½
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1866-67 ... ...103½
15 years' Debenture Loans 109½
10 years' do. do. 105
5 years do. do. 103
Six per cent. Municipal Loan House Rate ...112
Do. Do. Market Rate 112
New French Loan 5 per cent, fully paid up of 1871 and 1872 92
New French Loan instalment paper of 1872.....94
Paris Municipal Loan (Debenture Rs. 117) per Bond .....115.

Rates of discount at New Bank of Bombay—
Loans on Government Paper on demand ..... 4½ per cent.
Fixed Loans on do. to 3 months' ..... 5½ ,,
Do. do.1 over 3 do. ..... 6½ ,,
Do. on Merchandise ..... 7½ ,,
Cash Credit do.1 to 3 months' ..... 6½ ,,
Do. do. over 3, do. ..... 6½ ,,
Do. do. ..... 7½ ,,
Bank Bills ..... 6½ ,,
Mercantile Paper ..... 8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each ... ...Rs. 10-9-0
Carolas 290
Mexican Dollars 222
Five-Franc Pieces 221½
Bar Silver... ... ... 107½ to 107¾
Gold Leaf 16-11-6
Bar Gold 10 oz. English 100 touch 16-14
Australian Gold ... ... 100 touch 16-13

FREIGHT REPORT.

THURSDAY EVENING.

The rates by steamers are weakers, the big steamer European having arrived, and it is feared must load for Liverpool. Ships we quote £1-15-0, nothing doing.

London { Cotton / Cases / Seeds } No ships.
Liverpool { Iron ships Cotton ..... £2 0s. 0d. / Wooden Ships ..... £1 17s. 6d. / Myrabollams ..... £1 10s. 0d. nominal. / Coir bdls ..... £0 15s. 0d. nominal. / Seeds ..... £1 17s. 6d.
Havre ... { Cotton ..... / Coffee ..... } £3 0s. 0d.
Overland Steamers—
Venice ..... £2 15s. 0d. nominal.
Trieste ..... £2 10s. 0d. to £2 15s. 0d. nom
Liverpool ..... £3 0s. 0d. nominal.
Havre Cotton ..... £3 0s. 0d.
Liverpool via Suez Canal ... { Wheat ..... £2 7s. 6d. to £2 10s. 0d. / Seeds ..... £2 7s. 6d. / Cotton ..... £2 5s. 0d.
China ... { Steamer Cotton ..... Rs. 20 to 25 per ton. / Opium ..... Rs. 25 to 30 per chest. / Sailing Ships ..... Rs. 4 per bale nominal.
Calcutta ...Salt ..... Rs. 3¾ per ton.
Calcutta to Bombay ..... Rs. 15 Port charges.
Mauritius ..... Nothing doing.

BOMBAY BILL AND STOCK LIST.

THURSDAY AFTERNOON.

Strong inquiry for Morarjee and other Spinning shares at rates quoted. Bank of Bombay and Colaba shares firm. Press shares continue dull.

BANKS.

No. of Shares	Nomi. value ₹ eh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
200,000	100	all	5 p.ct.	Agra Bank.....	82
22,000	1,000	all	8 p.ct.	Bank of Bengal	1,420
10,000	500	all	5 p.ct.	Do of Bombay New ...	780
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	270
5,250	1,000	all	5 p.ct.	Do of Madras	1,120
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. L. & China	275
40,000	2811	all	12 pct.	Hong. & Shanghai Bank.	410 nl.
40,000	200	all	Nil.	Chartered Bk. of L. & C.	150
80,000	250	125	4 p.ct.	National Bank of India.	113
10,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	21s 3·0	p.c.	G. I. P. Railway Consoli. dated Stock	338
.....	£20	10s 1·5	do.	Do. New £20 Shares	126
.....	£20	4s 10·2	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19s 5·1	do.	Do. New Shares	

LAND COMPANIES.

4,000	3,000	all	Rs. 17	Colaba Land Co..... 1 565
8,000	150	all	Nil.	Frere Land & Pier Co. Ld. 100
750	2,000	2,000	81p.s.	Mazagon Land 935
1,000	1,000	all	15p.s.	Port Canning Land Company, Limited 445

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.s.	Albert Mills Co.....	2,000
500	1,250	all	50p.s	Alexandra Spinning	1,400
576	2,500	all	100*	Alliance Spinning	2,700
300	2,000	500		Bhownuggur M. & P. Co.	450 pm.
100	5,500	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	1,120
1,600	150	150	25*	Broach Mills	240
2,500	2,000	all	...	Dharumsey Spinning	1,525
750	2,000	all	200p.s	Great Eastern	2,300
750	1,000	all		Jewraj Ballo Mills	1,125
2,500	1,000	all	140p.s	Manockji Petit's	1,190
800	1,000	a	40 p.s	Morarjee Spinning	1,200
800	2,500	all	150p.s	Oriental	3,135
800	2,500	2,400	160p.s	Royal	2,350
500	1,000		...	Soonderdas Spinning.....	1,300

* Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	100p.s.	Bombay Burmah Trading Corporation	1,350
1,000	50	all	4½ pct	Bombay Gas Company ...	68
500	500	300	15 ps.	Landing and Shipping Co. of Kurrachee Ld....	150
2,150	200	100	7 p. c.	Malabar Company Ld....	100
1,000	50	all	1½ ps.	Mechanics P'ld'gs Co. ...	28
2,000	500	all	45 ps.	Preacher & Co	395
2,000	250	all	40 ps.	Viegas Patent Slip Co ..	55

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	95	194	...	Bank of China..... 1
.....	250	2	Mar. '68	Central Bank..... 1
.....	...	...	...	East India Bank 1
.....	200	13	Feb. '67	Indian Peninsula..... 1
.....	200	70½	May '67	Royal Bank 2

SALES AND PURCHASES.

PIECE GOODS.

There continues a fair up-country demand for 49 inch 7 lbs. and 8¼ lbs. Shirtings, and 3 lbs. Madapollams, but the demand for other kinds is trifling. The following sales are reported to have been made by European firms yesterday :—

1,500 pieces Grey Shirtings 40 in. 39 yds. 8¼ ,, at Rs. 5 14 0
200 ,, ,, ,, 40 ,, 39 ,, 7 ,, at ,, 4 10 0
5,000 ,, ,, Madapollams 32 ,, 24 ,, 3 ,, at ,, 2 2 3
900 ,, ,, ,, 32 ,, 24 ,, 3 ,, at ,, 2 2 3
150 pairs ,, Dhoties 44 ,, 10 ,, at ,, 1 12 0

COTTON.

The market continues quiet but steady, but the business done yesterday has been larger than we have had to report for a few days back. The following are our closing quotations :—

Oomrawuttee ..... at Rs. 202 to Rs. 205
Akote ..... at ,, 208 to ,, 210
Broach M. G. ..... at ,, 210 to ,, 225
Ringunghaut ..... at ,, 225 to ,, 228
Dhollera & Bhow ..... at ,, 204 to ,, 207
Sawpinaud..... at ,, 212 to ,, 214
Compta & Vingorla ..... at ,, 187 to ,, 189

The following purchases have taken place yesterday :—

50 candies Wadwan ..... at Rs. 208
25 ,, ,, ... at ,, 202
25 ,, ,, ... at ,, 202½
25 ,, ,, ... at ,, 204
25 ,, Bhownugger..... at ,, 206
50 ,, ,, ... at ,, 206½
50 ,, ,, ... at ,, 207
25 ,, Dholleral ..... at ,, 205½
50 ,, Julgaum ..... at ,, 211 to Rs. 202
50 ,, Veerumgaum ..... at ,, 195
100 ,, Soorgaum..... at ,, 212½
50 ,, Surat M. G..... at ,, 221
25 ,, Verawul..... at ,, 176

YARNS.

The demand for the interior for all counts of Grey continues very active, but we have no change to report in rates. The following sales have transpired yesterday :—

15,000 lbs. Mule No. 40's ..... at 11¼ as. per lb.
6,000 ,, ,, 60's ..... at 14¼ as. ,,
4,800 ,, Turkey Red ,, 40's ..... at 27½ as. ,,
2,400 ,, ,, 40's ..... at 26 3/16 as. ,,

METALS.

1,000 cwts. Copper Braziers ..... at 56 7/8 as. per cwt.

SHIPPING.

ARRIVAL.

June.	Vessel.	Commander.	From.
18	Baroda (s)	Rennoldson ...	Sydney, May 18.
19	Annie	Smith	Moulmein, April 16.
	Gallilee	Allen	Batavia, April 28.
	European (s)	Penrice	Liverpool, May 15.

DEPARTURE.

June.	Vessel.	Commander.	Destination.
19	Gardner Colby	Dunbar	Liverpool.

The following vessels were entered out for loading yesterday :—
Steamer Java, for Malabar Coast, Calcutta and Hongkong.
Ship Limerick Lass, for Hongkong, vi Kurrachee.

DAILY IMPORTS.—19TH JUNE.

FROM LIVERPOOL.

Timavo, s, 7 cases tobacco, D Merwanjee & Co.
Doxford, 5 cases port wine, J Nowrojee.

FROM LONDON.

Anasee, 71 cases sherry and 33 cases moselle, National Bank of India.
Strathclyde, s, 40 cases cognac, Cutler, Palmer and Co.
Singapore, s, 13 cases claret, Cutler, Palmer and Co.
British Flag, 3 cases brandy and 2 cases whiskey, Bounevialle and Sibille.
Sestos, s, 5 cases brandy, 7 cases champagne, 5 cases vermouth, and 7 cases bitters, Henry Rogers.
Elgin, s, 1 case gold paper and 2 cases gold thread, B Shapoorjee ; 2 cases medicines, 14 cases oilmanstore, 13 cases candles and 5 cases currants, A Salmon & Co ; 1 case port wine, 5 cases ale, 2 cases sherry, 3 cases stout and 12 cases brandy, C Lake.

FROM LIVORNO.

Persia, s, 3 cases true corals, N J Abraham.

FROM GENOA.

India, s, 1 case saffron, T Ameejeebhoy.
Arabia, s, 17 cases brandy, Bounevialle and Sibille.

FROM BOSTON.

Garden Reach, 200 cases sarsaparila, D Merwanjee & Co.

DAILY EXPORTS.—19TH JUNE.

FOR LIVERPOOL.

Pocahontas, 70 bales hemp, J Goculdass.
Celia, s, 19 bales hides, F Mahomed.
Alpine, 100 bales cotton, Finlay, Scott and Co.
Sandrigham, 50 bales cotton, G Nunulmull.
Centurion, 200 bales cotton, G Lockhart and Co.
William Woodbury, 100 bales cotton, G Sigg and Co ; 400 bales goat hair, J D Yurria.
Elgin, s, 4 bales hides, M Lallbee ; 24 bales hides, R Allabhboy ; 1 bale hides, C Nanjee ; 3 bales wool, Z Techlund ; 164 bales cotton and 30 bales wool, K Toolseedass and Co ; 59 bales cotton, C Manockal ; 100 bales cotton, Killick, Nixon and Co ; 61 bales cotton, V Joytadass ; 62 bales wool, C Ebram.
Redcwater, s, 1,200 bags wheat, Stearns, Hobart and Co ; 3,000 bundles myrabollams, Ralli Brothers ; 200 ba'es cotton, Peel, Cassels and Co ; 250 bales cotton, Wallace and Co ; 35 bales wool, B Canjee.
Orissa, s, 275 bags wheat, Finlay, Scott and Co.
Elcano, 400 bales cotton, Peel, Cassels and Co.

FOR LONDON.

Orissa, s, 1 case shawl, E L Southern and Co ; 3 cases fish and 2 cases fishmaws, A Baboo ; 1 case shawl, R L Southern and Co ; 3 packages E. teeth, K Ramjee ; 1 box shells, M Coovercjee and Co ; E. teeth, K Ramjee.

FOR HAVRE.

Friga, 100 bales cotton, K Preiswerck and Co.

FOR GENOA.

Persia, s, 50 bales cotton, Ritchie, Steuart and Co.

FOR MARSEILLES.

Persia, s, 980 bags teelseed, W Nicol and Co.

FOR TRIESTE.

Persia, s, 50 bales cotton, Ritchie, Steuart and Co.

FOR NAPLES.

Persia, s, 10 bales hides, Remington and Co.

FOR SUEZ.

Orissa, s, 3 bundles carpe's, M M Sheerajee.

FOR HONGKONG.

Limerick Lass, 150 cases glass and 100 pkgs lead block.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—19TH JUNE, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 18th June, 7-30 P.M., Greenwich time. Time in transit, 7 hours 35 minutes.

Via Suez, 19th June, 11-55 A.M., Greenwich time. Time in transit, 2 hour 10 minutes.

Latest dates from Continent of Europe.

Via Russia, 18th June, 3 P.M., Greenwich time. Time in transit, 10 hours 56 minutes.

Via Turkey, 18th June, 5-1 P.M., Greenwich time. Time in transit, 12 hours 9 minutes.

Via Suez, 19th June, 10-45 A.M., Greenwich time. Time in transit, 2 hours 35 minutes.

Latest date from China.

Via Singapore, 19th June, 9-15 A.M. Time in transit, 9 hours 42 minutes.

Latest dates from Australia.

Via Singapore, 18th June, 5-25 P.M. Time in transit, 11 hours 16 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 18th to 8 P.M. of the 19th June is as follows :—

	Max.	Min.
From Calcutta	3 11	0 11
,, Galle	11 38	2 49
,, Kurrachee	2 40	0 7
,, Madras	1 40	0 6

KURRACHEE, 19th June, 8 P.M.—Latest dates from United Kingdom, via Russia, 19th June, 1-15 A.M. Latest dates from Continent of Europe, via Russia, 18th June, 7-20 P.M. ; via Turkey, 18th June, 5 P.M. Cable right to Fao ; Turkish line right to Pera ; Persian line right to London.

WEATHER REPORTS.

CANNANORE, 19th June, 12 noon.—Weather clear, wind south, thermometer 81, rainfall 5 cents.

CARWAR, 19th June, 6 P.M.—Weather cloudy, wind southwest, thermometer 83, barometer 17, rainfall 17 cents.

MANGALORE, 19th June, 9 A.M.—Weather cloudy, wind southwest by west, thermometer 84, barometer 29·78.

TELLICHERY, 19th June, 5-25 P.M.—Weather fine, wind west, thermometer 85, barometer 29·74.

VINGORLA, 19th June, 5 P.M.—Weather clear, wind westerly, thermometer 86, rainfall 4 cents.

MILITARY.

ARRIVALS.—JUNE 19.

Macgowan, Colonel, Staff Corps, from leave, from Bandora.
Gordon, Captain, Madras Staff Corps, on sick leave, from Madras.
Swinhoe, Captain, Sub-Assistant Commissary General, on duty from Poona.
Wilson, Assistant Surgeon, 107th Regiment, on sick certificate, from Secundrabad.

DEPARTURES.—JUNE 19.

Trevor, Colonel, 54th Regiment, on duty, to Jullunder.
Greathed, Colonel, Bengal Royal Engineers, on duty, to Allahabad.
Sheppard, Lieutenant and Adjutant, 9th M. N. I., to join, to Nagode.
Macgowan, Colonel, Staff Corps, on leave, to Bandora.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette*, June 19.)

The undermentioned officers are admitted to the Bombay Staff Corps, with effect from the date specified, subject to the confirmation of the Right Hon the Secy of State for India :—

Lt Henry Hay, of the 1st Bat 17th Foot, 2nd Squad Poona Horse 2nd April 1872.

Lt Francis William Snell, of the 76th Foot, 2nd Wing Sub 16th N I, 16th May 1872.

Lt Layard Livingstone Fenton, of the R A, 2nd Wing Sub 1st Reg N I (Grenadiers), 16th May 1872.

The undermentioned officer is allowed furlough to Europe for two years, on medical certificate, under the furlough regulations of 1868 :—

Capt F S Leacock, 21st Reg N I or M B.

Capt H K O'Grady, 15th Regt M N I, is allowed to proceed to Europe, on medical certificate, under the furlough regulations of 1868, in anticipation of the furlough which will be granted to him by the Government of his own Presidency.

The following reversion in the Ordnance Dept is ordered :—

Acting Sub-Condr Richard Allen to revert to Magazine Sergt from the 29th May 1873, vice Lawrence (Supy, Small Arms Ammunition Factory) who has rejoined an Arsenal.

The undermentioned officers, having completed twelve years, service, four of which have been in the S C, to be Capt from the date specified, subject to Her Majesty's approval :—

Lt Frederick Mercer Hunter, 18th June 1873.

Lt (Bt Capt) Wilhelm Luckhardt, 9th June 1873.

The undermentioned officers, having completed twelve years' service, to be Capt from the date specified, subject to Her Majesty's approval :—

Lt Henry Byam Abbott and Lt Charles Frederick Hughes, 7th June 1873.

Lt Alfred Hercules Mayhew, 8th June 1873,

Consequent on the departure of Major J Clements, Deputy Asst Commsy General first class, on furlough to Europe, the following promotion in the Commsry Dept are made, to have effect from 30th May 1873 :—

Capt W T Keays, Acting Depy Asst Commsy Genl, second class, to be Ag Depy Asst Commsy General, first class.

Capt C Swinhoe, Sub-Asst Commsy Genl, first class, to be Ag Depy Asst Commsy General, second class.

Capt T W Sanders, Ag Sub-Asst Commsy Genl, second class, to be Actg Sub Asst Commsy General first class.

The following extract from the London Gazette of 13th May 1873, page 2395, is republished for general information :—

"BOMBAY STAFF CORPS.

To be Lieutenant.

Lt William Butler Ferris, 104th Regt, dated 7th Oct 1871.

Lt Thomas Harding Mackenzie, 106th Regt, dated 28th Oct 1871."

The following appointments are made :—

Capt T L Fraser, Depy Asst Qrmr Genl, to officiate as Asst Qrmr Genl, vice Maj Hogg, proceeded on furlough.

Maj O V Tanner, S C, to officiate temporarily as Asst Qrm, Genl, until the return from furlough of Capt Fraser.

The undermentioned officer is allowed to furlough to Europe for twenty months, on medical certificate, under the furlough regulations of 1868 :—

J D Snodgrass, 2nd Company N A.

Her Majesty's Government have approved of the following appointment :—

Col W V Shewell, S C, to be Qrmr. Genl of the Army, from 28th Oct 1872.

With reference to General Order No 472 of this date, H E the Gov in Council is pleased to confer the Local Rank of Brigdr Genl on Col Shewell, Qrmr. General.

POLITICAL DEPARTMENT

Lt F M Hunter, Ag First Assistant to the Political Resident, Aden, has been appointed to perform the duties of Cantonment Mag at that Station, from date of departure of Maj Forteath on furlough, until further orders.

Lt Hunter assumed charge of the duties of Cantonment Mag on the 8th ultimo, after office hours.

Lt E V Stace assum d charge of his duties as Acting Second Asst Political Resident, Aden, on the 27th ultimo, before office hours.

JUDICIAL DEPARTMENT.

Lt C J Dickson to act as Asst Dist Supt of Police in the Panch Mals District until further orders.

The Hon the Chief Justice of H M's High Court of Judicature has been pleased to grant leave of absence, on medical certificate, for one month from the 1st inst, inclusive, to Mr. Jamsetjee Eanjeejee, Asst Translator and Interpreter.

The Hon the Govr in Coun il is pleased to confirm the appointment made by the Hon the Chief Justice of Mr Ball Baboo to act for Mr. Jamsetjee Bustomjee, from and including the 5th inst.

Under the provisions of Sec 3 of Act II of 1869, the Hon Govr in Council is pleased to appoint Mr. J Pollen to act as a Justice of the Peace within and for the territories subject to the Government of Bombay.

Under Sec 15 of (Bombay) Act IV of 1865, the Hon the Gov in Council is pleased to declare the Yerrowda Jail to be a Central Jail. Captain A W Macnaghten is appointed to be Superintendent.

REVENUE DEPARTMENT.

Mr J Elphinston, Collr of Ratnagherry, is allowed privilege leave of absence for three months, from the 1st prox.

Capt K R B Wodehouse has passed the prescribed examination in Hindustani according to the higher standard.

GENERAL DEPARTMENT.

Asst Surg R A Peterson assumed charge of the duties of Civil Surg, Kaira, from the 1st May 1873, inclusive, consequent on the departure of Asst Surg H Cook to Bombay, preparatory to proceeding on sick furlough to Europe.

OVERLAND SUMMARY OF THE BOMBAY GAZETTE,

Compiled for despatch by to-day's Mail.

Price—As. 4 per Copy.

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Latest Telegrams.
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THE FIRST Number of the New Series of the OVERLAND SUMMARY OF THE BOMBAY GAZETTE is a considerable improvement on anything we have yet seen turned out in a similar shape. It contains 32 pages, and is replete with interesting information on Indian subjects of all kinds. At the price, *four annas*, the *Summary* is ridiculously cheap. Sixty-nine columns of closely printed reading matter all for a mere sixpence! The fact is almost beyond belief by reason of its very marvellousness. In addition to a well-arranged and judiciously-selected mass of intelligence there is a series of articles on the topics of the times, reproduced from the daily editions of the *Bombay Gazette*. On the whole, or taking it all in all, the *Overland Summary*, published at the *Bombay Gazette* Press, is about the best, if it is not the best, we have seen; and people desirous of keeping their friends in the mother-country well-informed of all that is transpiring in this far-off land would be guilty of an unpardonable sin of omission if they neglected forwarding by each Mail copies of the really excellent publication we have been noticing.—*Sindian.*

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet
United Kingdom	June 20 ...	3-30 P.M. ...	4-30 P.M
Kurrachee	,, 21 ...	11 A.M. ...	12 A.M.
Persian Gulf via Kurrachee..	,, 25 ...	11 A.M. ...	12 A.M.
China	,, 30 ...	4-30 P.M.	No after packet.
Australia	,, 25 ...	4-30 P.M.	
Mauritius, Reunion, &c.....	,, 0 ...	3-30 P.M.	4-30 P.M.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay during the Monsoon on Fridays, at 5 P.M.

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns, up to 1-30 P.M.

Registered Letters up to 1 P.M. Letters presented for registration after that hour will be received up to 3 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 3 P.M. up to starting time (5 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873 :—

	Present Rates per ½ oz. Annas Pies.	Revised Rate per ½ oz. Annas Pies.
Austria, Luxemburg, German States, Austrian Post Offices in Turkey ...	8 8	8 0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia.....	9 4	9 0

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United K dom, are as follows :—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—anna 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie ; not exceeding 2 ounces—annas 2, 8 pies ; not exceeding 4 ounces—annas 4, 8 pies ; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the first half of 1873 :—

At 5 P.M.	At 5P.M.
Friday ..... June 20	Friday ..... June 27

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of the China and Australian Mail Steamers from Bombay during the first half of 1873 :—

CHINA MAILS LEAVE BOMBAY ON
At 4-30 P.M.
Monday ..... June 30

AUSTRALIAN MAILS LEAVE BOMBAY ON
At 4-30 P.M.
Saturday ..... June 28

Registered letters will be received until 1 P.M. on the respective days. The Postage for a ½ oz. letter to the Australian Colonies 8 as. 8 pies.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails, which came into force from the 11th June and will continue so until further notice :—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kusara, Kegaon, Nassick, Munmar, Nandgaum, Chalisgaum ; and three Towns from Bhusawul to Jubbpore and Bhosawul to Nagpore	8 A.M.	9-30 A.M.	7-30 A.M
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhusawul only.	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. Railway, as far as Poona, and Madras Presidency; also for Ahmednuggur and Seroor	11-30 A.M.	12 NOON.	11-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona, Deccan, and S. M. Country, ...	7-30 A.M.	8 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous days.
For ditto in Southern Concan, viz., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	.....	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day ; at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8 A.M., for Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, and Bengal, and all post towns on the north-east line of the G. I. P. Railway ; for Poona, Southern Maratha Country, and Madras Presidency at 11-30 A.M. ; and for Scinde, Kattywar, and Cutch at 4 A.M. ; for the South Eastern line as far as Poona, 7-30 A.M. The Overland Mail for England is despatched every Friday evening at 5 o'clock, and closes at 3-30 o'clock. Late packets are received, on payment of extra postage, up till 4-30 P.M. at Apollo Bunder. Postage on inland letters not exceeding ½ tolah ¼ anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas ; on foreign letters not exceeding ½ ounce via Brindisi 8 annas, 1 ounce Re. 1 ; via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas.

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

FRIDAY, JUNE 20, 1873.

THE Municipal Act that comes into operation to-day abolishes the Bench of Justices as a corporate municipal body. Henceforth the functions of the Bench will be confined to electing annually sixteen members to the Corporation, appointing a Visiting Committee of the Jails, and serving along with the Chief Magistrate at the Petty Sessions. Various views will be entertained about the new Act, and the Corporation which is to work it. The Act itself has already received sufficient comment, and of the Corporation we can say nothing until we learn how the nominations have been made. It is important to observe, however, that the men who may enter the Corporation should know well the complete power which Government has reserved to itself for fiscal purposes, the still irresponsible position of the Commissioner, and the opportunity which may be taken by Government of tying up the hands of the so-called representatives of the rate-payers. To those who are indifferent about the provisions of the Municipal Act we can convey the gratifying assurance that no member of the Corporation or Town Council is responsible for anything. One new feature in the new Act is that Government, and not the Town Council, will be represented by the Chairman. To render the nomination by Government of the Chairman of the Town Council more plain, we may say that the new Corporation may be regarded as being blessed with two irresponsible Municipal Commissioners instead of one as formerly. Bearing these facts in mind, the office of member of the Corporation will be quite as ornamental as that of Justice of the Peace, and a member of the Town Council, if he will work, will find no lack of busy occupation of a pottering kind. There remains very much to be said about a working Town Council in the initiation of important works and establishing schemes of reform. This will be found to be one of the weakest parts of a very weak Act, but we have no wish at present to enlarge upon it. As far as we can see at present, the elections will be conducted with quietness and decorum. The "represented" rate-payer will come to the hustings and betray surprise at the care which Government is taking of him—a few only of those rate-payers will quite understand the altered position of municipal affairs. There has been some attempt made already by native reformers to organize parties to carry the elections their own way, but these attempts, we learn, have been strictly private. Europeans are in general mildly indifferent about the new Act, the new Corporation, and the new Town Council. There is a flutter of excitement in the office of the Municipal Commissioner, where changes of a somewhat radical character will be made. Heads of Departments are in future to be servants of the Corporation in a new sense, and there are several applicants for the higher posts. Whatever public excitement may have been expected on the introduction of the franchise, the city is at present as quiet as Mr. Souter could wish it: the quietness may be represented as that of indifference and ignorance. Apart from the class of representatives who may be elected by the rate-payers, and about which we can say nothing at present, the new Act will be introduced as peacefully as possible, and the duty of the Municipal Commissioner will be no heavier than that of the Police Commissioner. It is reported that the Collector of Bombay will be appointed *ex-officio* Chairman of the Town Council.

The occasion of the extinction of the Bench of Justices as a Municipal Corporation is appropriate for reviewing the public acts of that body during the past eight years, in which it performed the functions of directing the municipal affairs of the city.

Sir Bartle Frere was the most ardent municipal reformer of his time that India has ever seen, and the Act which expires this day was the gift of His Excellency to this city in that remarkable year which began gloriously and ended most disastrously for Bombay. It was an experimental Act; for the first time the Bench of Justices was armed with some little financial power, and many Justices, who previously avoided taking their places in the Durbar-room, now put in an appearance and took an interest in municipal affairs. No sooner was the Act brought into force than it was perceived that it was pitched a couple of octaves too high. The wealth of the people, out of which 30 lacs of rupees per annum were to be derived, was fast melting awey, while the new Municipal Assessor was prepar

gave universal satisfaction, for he looked clean, bright, healthy, and full of muscle, walking with a long, easy, commanding step, in fact I never saw a thoroughbred walk better, if so well. There were no signs there that Cremorne had galloped the heart out of him at home. Doncaster—late "All Heart and no Peel"—was only noticed as being the *beau ideal* of a race-horse and more like his distinguished sire was as a colt than any of his numerous sons. People passed him by saying "Not his day yet; but we shall hear of him later on," and so they did, but not sooner than they and I expected. He appeared to want more time, and if he goes on improving as he has done since Newmarket "the boy in yellow" will have a rare time of it, for the colt is engaged in the Grand Prize of Paris, the Prince of Wales' Stakes at Ascot, the North of England Biennial at York, the St. Leger at Doncaster, the Grand Duke Michael Stakes at the First October, the Newmarket Derby at the Second October, and the Free Handicap Sweepstakes at the Houghton Meeting, for which he now will have to carry 9 st. 2 lbs. Mathew Dawson had put his finest polish on Andred, and the horse looked very beautiful. Saliman did not show up, but went straight from Sherwood's private paddock to the starting-post. Lord Lonsdale's 4,500 gs. purchase, Somerset, was bandaged in both forelegs and looked big, and it is to be regretted that the services of such a horseman as Custance should have been thrown away on so hopeless a mount. Montargis had not grown, and walked about the Paddock with a dull listless gait. The Snail, too, with a "belly," crawled about, but in the race settled both foreigners. Beadroll, being only sent to make running for Gand Forward, attracted no attention. I have now spoken of the whole dozen, the exact strength of the runners in Wild Dayrell's year, and must follow them out on to the course in the brightest of sunshine. Kaiser, with his haughty, proud step leading the way, and next to him Doncaster, who, however, oddly enough, was the first to present himself opposite the Grand Stand. There was some little delay before the preliminary canters, but at last, the course being perfectly clear, Superintendent Mott gave the signal with his handkerchief, and French set Andred going in the direction of the Grand Stand, and as the horse swept by, his fine, long stride was seen to perfection. Then came Gang Forward fairly outstriding his stable companion Beadroll, and going as a first favourite should. Next Hochstapler blundered past, followed by Doncaster, who went remarkably well, and Kaiser with that light, easy, corky stride so peculiar to him. Chandos rushed past with great impetuosity, and Somerset tore and yawed all over the course, giving his rider a job to hold him. Montargis moved well; the Snail I did not notice, and so back all to the Paddock, and quietly down the dip to the High Level Starting Post for the Derby Stakes of 50 sovs each, half forfeit, for three-year-olds; colts, 8st 10lb; fillies, 8st 5lb; the owner of the second horse received 300 sovs., and the third 150 sovs., out of the stakes. About 1½ mile, starting at the New High Level Starting Post. 201 subs. [The figures preceding the owners' names correspond with the numbers on the card.]

5 Mr. Merry's Doncaster, by Stockwell—Marigold, 8st 10lb. Yellow, black cap .. .. (F. Webb) 1
2 Mr. W. S. Crawfurd's Gang Forward, 8st 10lb. Amber, scarlet .. .. (T. Chaloner) †
6 Mr. Savile's Kaiser, 8st 10lb. Yellow, scarlet cap, gold tassel .. .. (Maidment) †
1 Count de Juigne's Montargis, 8st 10lb. Scarlet, yellow hoops, black cap .. .. (Osmatt) 0
3 Mr. W. S. Crawfurd's Beadroll, 8st 10lb. Scarlet, black cap .. .. (G. Lowe) 0
4 Lord Aylesford's Chandos, 8st 10lb. Yellow, violet sleeves, yellow cap .. .. (F. Cannon) 0
7 Lord Falmouth's Andred, 8st 10lb. Black, white sleeves, red cap .. .. (T. French) 0
8 Mr. Dane's Snail, 8st 10lb. Black, brown cap .. .. .. (Baverstock) 0
9 Count Renard's Hochstapler, 8st 10lb. Blue, red stripes, blue cap .. .. (J. Osborne) 0
10 Mr. F. Greiton's Suleiman, 8st 10lb. Orange, purple belt, purple cap .. .. (Fordham) 0
11 Lord Lonsdale's Somerset, 8st 10lb. Purple, yellow sleeves, red cap .. .. (Custance) 0
12 Mr. H. Levy's Meteor, 8st 10lb. All white.... (Parry) 0

Betting—9 to 4 agst Gang Forward, 4 to 1 each agst Kaiser and Hochstapler, 8 to 1 agst Montargis, 11 to 1 agst Chandos, 100 to 6 agst Somerset, 20 to 1 agst Suleiman, 40 to 1 each agst Doncaster and Andred, and 66 to 1 agst Meter. No time was lost in starting, for not one of the competitors was fractious, and the flag fell to the first attempt, the lot getting away on equitable terms, Beadroll immediately leading the field but at a very slow pace. I lost sight of them, owing to the booths on the hill, till they reached the furze, but the pace was a "crawler." As they commenced the descent for Tattenham corner the speed was mended, which at once disposed of Beadroll, and Kaiser came down the hill like a meteor with a clear lead of Suleiman and the favourite, while Chandos and Andred took closer order. Maidment adopted then double quick tactics to smash up the German, which succeeded, for he was the first horse to feel the effects of the increase of pace. Coming round the corner Kaiser held a lead of half a length of Suleiman, and at this point Fordham's hope of breaking the spell vanished. Gang Forward did not make the descent of the hill well, and stumbling came nearly on his nose and lost ground. Once fairly headed for home Mr. Savile's colt came on in hot haste, having Gang Forward. Andred, Chandos and Doncaster on either side in close attendance. As they crossed the road, Webb went up to Kaiser and took a feeler; Chandos was done for in the dip, and the race now lay between the two favourites and Mr. Merry's chesnut, Gang Forward being in difficulties but struggling on with marvellous gameness. Within half a distance from home Webb called on Doncaster, who at once challenged Kaiser, and having beaten him in half a dozen strides ran in a very clever winner by a length and a half in 2 min. 50 sec., very poor time, considering the excellent state of the course; but it must be remembered that the pace for the first half mile was slowest of the slow. Gang Forward caught Kaiser on the post, the pair finishing so close together that the judge was unable to separate them. Chandos was fourth a couple of lengths off. Andred had declined after crossing the road, and Montargis ran like a nonstayer. Somerset has lost all his two-year old form, for he could not even maintain the slow pace which they travelled at during the first part of the journey and fell lame. Hochstapler finished tenth. Suleiman is a tight, shelly horse, and cannot stay over a T. Y. C., whilst the Snail and Meter were out-classed. Challoner's riding of the favourite was a truly great exhibition, and little Webb rode the winner patiently and strictly to orders, and says that from Tattenham corner his horse was going quite within himself, and from that point he had the race in hand. Mr. Merry wins only £2,000 in bets and £4,825 in stakes, but Peck, the clever trainer, has netted a small fortune, I am glad to say. There were great doubts of Doncaster's starting, his owner wishing to reserve him for the St. Leger, and it was only at Peck's earnest solicitation that he was sent to Epsom. Though few cheers greeted the winner the victory of the great ex-iron master is very popular, and it may induce him to reconsider his announced retirement from racing circles. No man has sustained greater and more numerous disappointments; the breakdown of Dundee alone being sufficient to make less ardent owners forswear the turf. That followed by the defeats of Hobbis, Noble, Scottish Chief, Buckstone, King of the Forest, Belladrum, Marksman, Macgregor, and the non-starting of Student and Sunshine, all the best two-year olds of their respective years, would sour most people. During many years, since 1846, I think Mr. Merry has only once succeeded in carrying off the Derby, namely, with Thormanby in 1862. The winner has the true Derby breeding, being by the emperor of stallions Stockwell, out of Marigold, and his dam would have won the Oaks had not Aldcraft been on Queen Bertha. Doncaster was bred by Sir Tatton Sykes and purchased at his sale at Doncaster for 950 guineas.

For the Oaks to-morrow the field bids fair to be a large one, as all the following are probable starters:—

Name.	Colours.	Jockey.
Gratinska	Black, gold braid	Fordham.
Victoria Alexandra	Scarlet, black cap	?
Voyageuse	Scarlet.	Chaloner.
Silver Ring	Black, white sleeves, red cap	Morris.
Cecilia	Black, white sleeves, red cap	French.
Angela	Green, crimson facings	?
Marie Stuart	Yellow, black cap	Cannon.
Virgin Queen	Brown, orange sleeves & cap	Constable.
Wild Agnes	Chocolate, black cap	J. Osborne.
Vestalina	Blue, red stripes, blue cap	Custance.
Miss Buckland	Tricolour	T. Jennings.
F. by Y. Melbourne		
Hippia	Blue, yellow cap	Maidment.
F by Rapid Rhone—		
Queen Mary	Straw, sky blue sleeves	Jeffery.
Oxford Mixture	Scarlet and white stripes	Mordan.
It seemeth or	Blue and silver braid	Gray.
Lady Newby		
Evergreen	Cherry, black cap	Huxtable.
Preceptress, filly	Primrose, cherry cap	Archer.
Beauty	Not registered	?

"It never rains but it pours" so Mr. Merry's filly by Scottish Chief, Lady Morgan, won the two-year old stakes by three lengths. The finish between Shannon, who has come back to her old form, and Uhlan in the High Level Handicap was very severe, and again Maidment on Lilian was "done" a head by G. Fordham on Dutch Skater in the Queen's Guinea to-day. I think a change must be creeping over national customs and festivals. Barring "a fair one," evidently from the vicinity of naughty Pimlico, who got dead drunk long before the great race, I did not notice a single case of intoxication on the road, either coming or going, or on the Downs. All this decorum is of course very correct and proper, but somehow or other it smacks not of the Derby day. Dolls, false noses, masks and tomfoolery were at a discount. The scenes on the road were of the quietest and most correct description, if you except a cart-load of Costers who insisted on pledging many and sundry giggling fair maids in chamber vases of beer much to their horror and the scandal of mammas and old maiden aunts. There were no flying soda water bottles; no bags of flour; but peas and pea shooters did abound. A more quiet, jocular, good-humoured and sober crowd never got together! The Oaks must prove to be a most amiable, innocent, and thoroughly ladylike affair, such as a bishop might with safety take his daughter to. The inevitable dog was there, and even he trotted placidly down the course and rather seemed to like it.

BOMBAY.

CHOLERA.—One case of cholera was reported on Wednesday to have occurred at Nareiwady.

CHOLERA IN SURAT.—A newsletter from Surat states that cholera has made its appearance at Surat. The heat is greater than in the previous week.

A VAGRANT.—Benjamin Houghton, a European, was charged before Mr. Cooper yesterday with being a vagrant, and was ordered to be sent to the Government Work-house.

A ROYAL SALUTE will be fired from the Saluting Battery at 12 o'clock noon to-day, in honour of the anniversary of the ascension to the throne of Her Majesty the Queen.

FALSE EVIDENCE.—Two Parsees, named respectively Framjee and Cawasjee, were fined Rs 10 each by Mr. Dosabhoy Framjee yesterday, at the Fort Police Court, for giving false evidence in a judicial proceeding.

ASSAULT.—Sajun Fukeera Mahomed yesterday preferred a charge of assault against Abba Anund, before Mr. Dosabhoy Framjee, at the Fort Police Court. The defendant was adjudged guilty and fined Rs. 25, and further bound over to keep the peace in the sum of Rs. 200.

THEFT AT A RAILWAY STATION.—Yesterday one Chotoo Mannoo, a noted character, was convicted by Mr. Cooper at the Girgaum Police Court of stealing Rs. 14-4 from the pocket of a Portuguese at the Mahim station, and sentenced to four months' rigorous imprisonment.

A SERIOUS FIRE.—On Tuesday night last a serious fire broke out in the house of a Borah, situated near the Syedpoora Gate at Surat. It was a four-storied house, and notwithstanding prompt assistance rendered by the townpeople and a free use of the municipal water-carts, the house was destroyed.

DAMAGED COFFEE.—Mr. P. C. Higgins, Superintendent of Markets, appeared yesterday before the Senior Magistrate and obtained a warrant for the seizure of a number of bags of damaged coffee, the property of Hajee Abdool Sattar, now lying at the Customs Bonded Warehouse No. 2. The coffee is alleged to have been landed from the P. & O. Co.'s s.s. Travancore.

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, the 17th June, was 269, being 2 less than in the preceding week, 94 less than the total of the week ending 18th June 1872, and 46 less than the mean of the corresponding period in the previous five years. During the week, 214 births were reported in the different districts of the city.

STATEMENT OF SILVER BALANCE IN THE MINT.—Value of silver in the Mint on the morning of the 9th June 1873, Rs. 40,94,360; add, silver received during the week, Rs. 82,883; deduct, new coin paid during the week, Rs. 2,00,000; total balance, Rs. 38,87,243. There are in addition 4,71,050 rupees' worth of silver bullion belonging to private individuals deposited in the Mint vaults and awaiting assay.

ACCIDENTS.—A seaman of the British ship City of Dublin, named Davidson, got one of his legs broken on Wednesday by a bale of cotton accidentally falling on him. He was removed for treatment to the European General Hospital.—A labourer named Ebram Shaik Ahmed, employed at the Colaba Reclamation works, got his right arm crushed in some machinery on the same day, and was conveyed to the J. J. Hospital for treatment.

THEFT—One Malsa, a beggar woman, residing at Dongree, appeared at the Fort Police Court yesterday, before Mr. Dosabhoy Framjee, and obtained a warrant for the arrest of Buckoley, woman, and Husraj Luckmidas, charging them with theft of certain gold and silver ornaments, also cash, of the collective value Rs. 160, alleged to have been stolen from her residence on the 17th instant whilst the accused parties were paying her a visit.

BREACH OF TRUST.—Keshowjee Dhurrumsey yesterday appeared before Mr. Dosabhoy Framjee, at the Fort Police Court, and obtained a warrant for the arrest of one Jaikisson Moorarjee, his servant, whom he charged with criminal breach of trust and criminal misappropriation of property in respect of Rs. 58-12 that was delivered to him on the 14th instant for the purpose of purchasing grain, and which amount he appropriated to his own use.

DISOBEDIENT SEAMEN.—Mathew Barron, a seaman of the British ship Royal Family, was charged before the Senior Magistrate yesterday with wilful disobedience in refusing to do duty on board the said ship. He was sentenced to three weeks' rigorous imprisonment.—Alphonse Etienne, a seaman of the ship Atlantic, was also placed before the same magistrate for a similar offence, and was sentenced to four weeks' rigorous imprisonment in the House of Correction.

COMMITTAL OF THE PROPRIETOR OF THE "BHOOT" NEWSPAPER.—Yesterday at the Fort Police Court, Jetha Khetsey, proprietor and publisher of a weekly Guzerattee periodical called the Bhoot (the devil), was committed by Mr. Dosabhoy Framjee to take his trial at the ensuing Criminal Sessions on a charge of defamation preferred against him by one Manore Hurka, in respect of the publication of defamatory articles in three issues of his paper. The defendant tendered an apology for so doing, but it was not accepted by the complainant.

HALF A LOAF BETTER THAN NO BREAD.—The *Jam-i-Jamshed*, professing itself to be in favour of the wise saying "half a loaf is better than no bread," sees in the new Municipal Act, which comes into force from to-day, cause for rejoicing rather than for regret. The old Act ignored altogether the right of rate-payers to take a part in the management of their own affairs, whereas the new Act recognises the right to a certain extent. The public must feel thankful for the privilege of electing their own representatives; and the concession must be used, says our contemporary, with discretion, so that our rulers may be induced to be more liberal in future.

COTTON SPECULATION AT DHOLLERA.—It is stated that cotton speculation at Dhollera, the chief cotton mart in Western India, has culminated to a critical point. It has hitherto afforded employment to a vast number of brokers, who have grown rich; while on the settling day lacs of rupees changed hands. Since the last two settling days, however, men's honesty has undergone a change, and the confidence of the speculators in each other has sustained a rude shaking. The rates were left to a committee of eleven persons to settle, and entire confidence was reposed in their integrity; but latterly undue influences have been at work to bias their impartial judgment, and it is feared that cotton speculation at Dhollera will receive a shock from which it may be difficult for a long time to revive it.

OLD DELHI COINS.—That clever detective police officer, Khan Bahadoor Acbar Ali, has stumbled upon a nest of fraudulent dealers in counterfeit coins at Bombay. On Monday last the rogues and their ostensible dupe, Sewjee Chapsey, a shop-keeper of Khetwady, met by appointment in a house at Byculla to close a bargain regarding the sale of old Delhi coins which the former party offered to sell at ten annas a piece. Four bags of what were represented to be Delhi silver coins were produced by Oomajee Kerdaree, Hurry Wittoo and Rama Essoo, the vendors, to Chapsey, who contracted to buy them for Rs. 875. Rupees one hundred were paid down upon the spot; and an altercation arose as to the balance, when Acbar Ali and his detectives came forth from their hiding-place and arrested the three rascals. The prisoners were placed before Mr Cooper yesterday, and after evidence had been gone into, they were committed to take their trial at the ensuing Criminal Sessions.

ARRIVAL OF THE AUSTRALIAN MAIL.

THE P. and O. Co.'s s.s. Baroda, Commander D. Rennoldson, arrived in harbour yesterday with the Australian mails on board. She left Sydney on the 18th May, Melbourne on the 23rd, King George's Sound on the 29th, and Point de Galle on the 14th June. She brought the following passengers:—From Sydney—Captain Cosmo Gordon. From Melbourne—Mr. Lackerstein. She brought the following cargo:—1 case tongues, 7 cases butter, 1 case gold of the value of Rs. 850, 6 cases beef, 8 cases jams, 3 cases biscuits, 2 cases meat, &c.

Holloway's Ointment and Pills.—Bad legs, bad breasts, ulcers, abscesses, wounds, and sores of all kinds may be thoroughly healed by the application of this Ointment to the parts affected, after they have been duly fomented with warm water. The discharge should not be checked at once, but rather encouraged, for any sudden check must of course be always dangerous. Nature is the noblest of physicians, and must not be opposed, but seconded. All sores are for a time the safety valves of the constitution, and should not be cleared or healed until they assume a healthier character. Under the action of this powerful Ointment, aided by the Pills, the depraved humours of the body will be quickly removed.

SHIPPING ITEMS.

THE STEAMER EUROPEAN, which arrived yesterday from Liverpool, reports having experienced fine weather across from Aden, little or no rain, moderate seas, and S. W. wind.

THE BARQUE GALILEE, 618 tons, Captain Allen, arrived in harbour yesterday, on account of her having sprung aleak on her way from Batavia to Bushire. She also lost her main mast.

THE ARGUE ARNIE, 540 tons, Captain T. Smith, arrived in harbour yesterday from Moulmein, 16th April, with a cargo of timber. The vessel is consigned to Messrs. Finlay, Muir, and Co.

The French schooner Petit Leon, which was riding at anchor in the Madras roads, parted her cable on the night of Saturday last and drifted ashore opposite the Biden Home, Royapoorsm. The vessel, which belonged to Mr. Tardivel, lately returned from Ennore after undergoing certain repairs. There was only one man on board at the time, and he was saved.

PASSENGERS BY THE HOMEWARD MAIL.

THE P. and O. Co.'s s.s. ORISSA, Captain Fentiman, will sail to-day for Aden and Suez with the English mail and the following passengers:—

FOR SOUTHAMPTON.

Col. and Mrs. W. R. Alexander. Mr. J. Frier.
Mrs. Archer, 4 children and Enro. female servant. Lieut. J. D Snodgrass. Asst. Surgeon W. D. Wilson.
Captain O'Grady. Asst. Surgeon Paterson.
Mrs. J. W. Henry. Captain R. D. Anstruther.
Mr. Marsden.

FOR BRINDISI.

Captain Leacock. Lieut. A. G. Begbie (R. E.)
Mr. Balfour. Mr. Blaikie.

FOR VENICE.

Dr. H. Goodall. Mr. Hodge.
Mr. Watkins.

FOR ADEN—Col., Mrs., and Miss Muter and infant.

HIGH COURT.—20TH JUNE.

[Before the Hon. Mr. JUSTICE GREEN.]

ECCLESIASTICAL SIDE.

In the matter of the alleged last will and testament of Kalidas Shamjee, deceased,—Radhabai widow—M. H. Khan.

ADMIRALTY SUITS.

2-73—Hope—Ahmed Saheb Hajee, &c, v The proceeds of the Barque Fez Robanee—Macfarlane and Skipsey.
3-73—Macfarlane and Skipsey—Charles Pierre v the proceeds of the Barque Fez Robanee—Hope.

LONG CAUSES.

594-72—Craigie, Lynch and Owen—Hakoobai widow v Luckmidas Damjee and others.
241-72—Hearn, Cleveland and Peile—Chandoo Ragoonathjee v Bapoojee Narayensett and others—Ghandibhoy, Judge, Rimington, and Leathes.
404-72—Shapoorjee and Thakurdas—Sha Govurdhundas Cursondas and another v Esmail Ebrahim.
953-70—Munshi—Chintoba Purshotumjee v Thucker Ruttonjee Lalljee—Tyabjee.
356-72—Dallas and Lynch—Dinshaw Bhicajee Khan v Khuttao Ganjee and anothers—Garud.
54-73—Manisty and Fletcher—Khaludina Khalfanbhoy v Madhowrao Dinanath—Mody.
201-72—Jefferson and Payne—Cursetjee Nasserwanjee Cama and others v Nusserwanjee Ardasir Wadia—Leathes, Crawford and Boevey.
334-72—Tyabjee—Mungeshrao Raghoonath v Fatmabibee widow—Dr Dallas.
102-72—Garud—Bhugwandas Munmohundas v Munmohundas Davidas and others—Shapoorjee and Thakurdas.
246-72—Jefferson and Payne—H Vurreer Hajee &c. v K Meerally Dhurrumsey.
687-71—Manisty and Fletcher—Goculdas Purshotumdas v Bayee Agee and another—Dallas and Lynch.
194-72—Khunderao—Bapoojee Morojee v Nusserwanjee Ardaseer Wadia—Rimington, Hore and Langley.
675-72—Prescot and Winter—C. N. Cama and others v B. Morojee—K. Morojee.

[Before the Hon. Mr. JUSTICE BAYLEY.]

LONG CAUSE.

470-72—S. Pandoorung—Wishwanath Govindjee v Govind Narayen and others—K. Morojee.—Part heard. Specially fixed.

[Before the Hon. the CHIEF JUSTICE and the Hon. Mr. JUSTICE MELVILL.]

APPEALS FOR HEARING.

41-71—Shamrao—B Cassinath and another v Anundrao Bhaskerjee and others—Hearn, Cleveland and eile.

THE MORARJEE GOCULDAS SPINNING AND WEAVING MILLS.

IT will be remembered that Mr. Rustomjee Ardasir Wadia has filed a suit against the company claiming damages to the amount of Rs 1,70,000 in the aggregate. The plaint prayed that the defendants might be restrained from working or using their mill so as to cause any nuisance to the plaintiff and the persons residing in his five bungalows, situated on the Parell road, in the neighbourhood of the mills, either by the noise of the working of the mills or by the discharge of smoke, soot or cotton dust, or by allowing any noxious odours or vapours to proceed therefrom Before the hearing of the suit, the plaintiff applied for an interlocutory injunction to restrain the defendants from committing any of the nuisances above indicated; and in October 1872, after an argument which lasted three days, Mr. Justice Bayley granted an interlocutory injunction with costs until the hearing of the suit. The company appealed from the decision; and the appeal was heard in December last before a full court, consisting of Sir Charles Sargent and Mr. Justice Green. The Appeal Court decided that so far as the injunction restrained the defendants from causing nuisance by noise, it must be discharged. As to the residue of the injunction as to smoke, soot, and noxious vapours, it was suspended until the end of May 1873. The injunction of course remained, but the writ was not to be issued until the end of May 1873. The Appeal Court intimated that they considered this was a proper case to be accelerated for hearing. After some delay, the hearing was fixed to come on before Mr. Justice Bayley to-day. We learn, however, that the necessity for a trial has been obviated, and that through the good offices of Mr. Nanabhoy Byramjee Jejeebhoy the parties have come to an amicable settlement. The matters in dispute, which had caused much bitterness, have been referred to the arbitration of Mr. Joseph Jefferson and the Hon. Mr. Scoble, as arbitrators for the company, and Mr. Rustomjee Ardasir Wadia respectively.

A JUDICIAL SEPARATION GRANTED IN THE CASE BRITTON AGAINST BRITTON.

YESTERDAY, a considerable number of people, chiefly persons connected with the G. I. P. Railway Company, assembled in the Hon. Mr. Justice Green's Court to hear judgment delivered in the case Britton v. Britton, in which Eliza Le Mere Britton prayed for a judicial separation and John Edward Britton opposed the prayer and put in a counter application for dissolution of marriage with the petitioner in consequence of her adultery with one Edward Moulton. His Lordship examined the grounds of cruelty on which Mrs. Britton based her application. From the written statement put in by the respondent, His Lordship gathered that his defence was that he had not been guilty of any of the alleged acts of cruelty except those of the 4th July 1872, and further that by reason of his wife's adultery she ought not to have the relief prayed for. The cruelty complained of consisted of various acts of personal violence coupled with the use of abusive language, and the period over which they were alleged to have extended was from July 1868 to 1872. That these acts, except that alleged to have occurred at Panjoo, were not provoked by any unfaithfulness on the part of the wife was evident from various considerations. The only things the husband could allege against her were that she has a hasty temper, did not attend to his wants, spent too much money, and was snappish and unruly in tongue. This might be very provoking, but did not constitute any justification in law for the husband striking his wife with his fists, running after her with a carving knife, throwing a cruet-stand at her, and pushing and keeping her out of her house. The ayah who had been called as a witness spoke to the petitioner beating his wife. Another witness, Fernandez, who was cook, had spoken to having been present when the respondent threw a cruet-stand at her and chased her out of the house with a carving knife. Further corroboration of the treatment she had received was afforded by a letter which she had written to her parents on the 29th August 1870, stating that in consequence of her husband's ill-treatment of her she could not live any longer with him. Mrs. Britton affirmed that various acts of cruelty had been committed upon her in presence of Mrs. N——— and others. In June 1871, an act of violence took place at Parell in presence of Mrs. L., whose reluctance to appear as a witness in the case was not very explicable. Letters which he had written to Mrs. Britton in November 1871, might have prepared one for the beating which he gave her then, as it was evident from them that he was greatly irritated at her because she or somebody else had said he was "no great shakes." The next assault complained of occurred on the 4th March 1872. Shortly before this, according to the respondent, he and his wife experienced a conversion. It was to be regretted that this did not restrain him from abusing his wife, for a short time after this he had to appear in the Police Court to answer a charge of assault against her. The respondent now admitted that on the 4th March he had struck his wife because, according to him, she had taken Rs. 10 out of his pocket without his consent. For this he had struck her in the face with the back of his hand, upon which there was a large ring. This caused a little lump to rise upon her brow. The respondent did not think the injury was much, but Mr. Jefferson, who saw Mrs. Britton in Court, says that the petitioner's face was black and blue, and the magistrate also seems to have given Mr. Britton the benefit of his opinion about his conduct. That case was struck off the Police Court list, and a letter which Mr. Britton wrote to his wife's father clearly showed that he was the person who needed forgiveness. On the 30th May she went to Panjoo Island, where she had entered into service to avoid him; but he followed her and took her back to his house forcibly. Perhaps, however, the violence on the 4th June was somewhat excusable, as the respondent believed—and as matters then stood, not unreasonably,—that she had withdrawn herself to Panjoo in order to carry on a criminal intercourse with Moulton. Generally speaking, the father of Mrs. Britton was able to give evidence as to the bad treatment Mrs. Britton had been receiving, as she had on several occasions gone to his house for protection. Under these circumstances, and notwithstanding that some of Mr. Brittou's letters showed him possessed of a sincere affection for his wife, His Lordship thought that the petitioner was entitled to be freed from the control of the defendant. His Lordship was of opinion that the charge against Mrs. Britton of adultery did not bar her claim to a separation on the ground of cruelty, and granted the separation prayed for. But even as to the accusation of adultery, His Lordship said it was only just to Mrs. Britton to say that there were certain features about the evidence given on this point that would require very strong confirmatory evidence before he could accept the testimony of the two witnesses. He then decreed Mr. Britton to pay Rs. 50 a month as aliment and Rs. 30 a month to wards law costs.

The case now seemed to be disposed of, and a barrister was about to address the Court, when——

Mr. Britton said—I have a few words to speak to your Lordship.

His Lordship signified his willingness to hear him.

Mr. Britton (with a slightly threatening tone)—I intend to resign the G. I. P. now. I'll leave the country now.

His Lordship—Very well.

Mr. Britton (evidently astonished at the cool way in which the announcement was taken)—I'll leave the country because I cannot get proper justice here.

His Lordship (with a smile)—Very well.

Mr. Britton (hastily, as if he were now about to overwhelm the Court with something it had never thought of up to that time)—And what will my wife do for maintenance then?

His Lordship—I cannot tell you? The case is decided here at present.

Mr. Britton then left the Court in great dudgeon.

HIGH COURT.—19TH JUNE.

(Before the Hon'ble MR. JUSTICE BAYLEY.)

SHAPURJEE HOSUNJEE v. AHMED MOOSANEE SOOMAR.

The Hon. Mr. Scoble, instructed by Mr. Ardasir Framjee, for the plaintiff, moved to make absolute a rule *nisi* granted by his Lordship calling upon the defendant to shew cause why the suit should not be restored to the board of causes.

Mr. Macpherson, instructed by Messrs. Shapurjee and Thakoredas, for the defendant, appeared to shew cause against the rule. Section 119 of the Code applied only to *ex-part* judgments. This was not an *ex-parte* judgment. The plaintiff, an old man, appeared in person, when the suit was called on, and his Lordship made a decree in his presence in favour of the defendant. This was neither an application for a review nor an appeal; and, therefore, it was only an application to set aside a decree. Plaintiff showed no ground whatever why the decree should be set aside. An application for a review should be made within twenty days, and the twenty days had expired.

The Judge said this was not an *ex-parte* judgment. Plaintiff was given five days to find money, and as he failed, his Lordship gave a decree against him.

Mr. Scoble said he must ask for leave to file a fresh suit on the same cause of action.

The Judge said the plaintiff should have come in in twenty days either to apply for a review or for leave to appeal; but he did neither.

Mr. Scoble then asked that his Lordship would give no costs.

Mr. Macpherson said he saw no reason why the usual rule as to costs should not be followed.

The Court discharged the rule without costs.

DHONDRAZ VENAEK v. WITHULDAS JAGUNNATH.

Mr. Mayhew, instructed by Mr. Ghandidhoy, moved for a decree for want of a written statement. The case was on before his Lordship on the 28th April last.

The Hon. Mr. Scoble, instructed by Messrs. Hearn, Cleveland and Peile, offered to consent to a decree in terms of the first and second paras. of the plaint.

Mr. Mayhew said he was taken by surprise, for in the correspondence defendant agreed to consent to a decree, including Rs. 500 damages.

Mr. Scoble said his client denied that plaintiff had sustained damages; and suggested that the practice of English courts should be followed and the case sent to the Under-Sheriff to assess the damages.

The Judge suggested to Mr. Mayhew to give up the Rs. 500 damages, or the case would go into the long cause list and not be heard for another year.

As the parties did not agree, the case was ordered to be set down for enquiry as to damages only, costs of the application to be costs in the cause.

THE CHESS MATCH BETWEEN THE CALCUTTA AND BOMBAY CHESS CLUBS.

BOMBAY *White*	*versus*	CALCUTTA. *Black.*
1. P to K's 4th.		1. P to K's 4th.
2. B to Q's B's 4th.		2. Kt to K's B's 3rd.
3. P to Q's 4th.		3. P takes P.
4. P to ×'s 5th.		4. P to Q's 4th.
5. Q takes P.		5. P takes B.
6. Q takes Queen.		6. K takes Q.
7. P takes Kt.		7. P takes P.
8. Kt to K's B's 3rd.		8. B to K's B's 4th.
9. Kt to Q's 4th.		9. B to K's Kt's 3rd.
10. Castles.		10. P to Q's B's 4th.
11. Kt. to Q's Kt's 5th.		11. B takes P.
12. B to K's B's 4th.		12. Kt to Q's 2nd.
13. Kt to Q's B's 3rd.		13. B to Q's 6th.
14. K's R to K's Sqr.		14. Kt to K's 4th.
15. Q's R to Q's Sqr.		15. K to Q's B's Sqr.
16. B takes Kt.		16. P takes B.
17. R takes P.		17. P to Q's Kt's 3rd.
18. P to Q's Kt's 3rd.		18. P takes P.
19. R takes B.		19. P takes P.
20. Kt to Q's B's 2nd.		20. B to K's Kt's 2nd.
21. B to K's 7th.		21. P Queens ch
22. Kt takes Q.		22. B takes Kt.
23. K to ×'s Kt's 7th ch.		23. K to ×'s Kt's Sqr.
24. R to Q's 7th.		24. B to K's 4th.
25. R to Q's Kt's 7th ch.		25. K to B's Sqr.
26. Kt takes P ch.		26. R takes Kt.
27. R take's R.		27. B to Kt's Sqr.
28. R to Q's Kt's 7th.		28. R to Q's Sqr.
29. R takes B.		29. Q takes K's R.
30. K to B's Sqr.		

The following game has resulted in Calcutta's victory. Bombay resigned at move 26; mate being inevitable in three more moves:—

CALCUTTA *White.*	*versus*	BOMBAY. *Black.*
1. P to K's 4th.		1. P to K's 4th.
2. Kt to K's B's 3rd.		2. Kt to Q's B's 3rd.
3. B to Q's B's 4th.		3. B to Q's B's 4th.
4. Kt to Q's B's 3rd.		4. P to Q's 3rd.
5. P to Q's 3rd.		5. Kt to K's B's 3rd.
6. B to K's 3rd.		6. B takes B.
7. P takes B.		7. Kt to K's Kt's 5th.
8. Q to K's 2nd.		8. P to Q's R's 3rd.
9. Castles (King's side.)		9. Castles.
10. P to K's R's 3rd.		10. P to K's R's 4th.
11. P takes Kt.		11. P takes P.
12. Kt to K's R's 2nd.		12. Q to K's R's 5th.
13. Q to K's Sqr.		13. Q to K's R's 4th.
14. Q to K's Kt's 3rd.		14. Kt to K's 2nd.
15. R to K's B's 2nd.		15. Kt to K's Kt's 3rd.
16. R to K's B's Sqr.		16. Kt to K's B's Sqr.
17. Kt to Q's 5th.		17. P to Q's B's 3rd.
18. Kt to K's 7th ch.		18. K to K's R's 2nd.
19. R to K's B's 5th.		19. B takes R.
20. R takes B.		20. P to K's Kt's 4th.
21. Kt takes P.		21. Q to K's B's 5th.
22. Q takes Q ch.		22. P takes Q.
23. R to ×'s R's 5th ch.		23. K to K's Kt's 2nd.
24. Kt to B's B's 5th ch.		24. K to K's Kt's 3rd.
25. R to K's R's 6th ch.		25. K to K's Kt's 4th.
26. Kt to K's B's 6th.		26. Resigns.

EUROPEAN VAGRANTS.

BOMBAY CASTLE, 16th June 1873.

Returns showing the results of the proceedings held under the European Vagrancy Act XXI. of 1869, during the half-year ending 31st December 1872.

RESOLUTION.—The Returns now submitted to Government by the President of the Committee of Management of the Government Work-house, Bombay, show that during the half year ending 31st December 1872, the number of admissions into that institution was 124. The number of individuals however received into the Work-house was considerably less, as in many cases the same person was admitted twice and in some three times during the course of the half year, and on each occasion is shown in the return as a separate unit.

2. In the summary appended to Form No. 2, the number of desertions is stated to have been 43. 27 men deserted and were never heard of again: 3 vagrants deserted, were re-admitted, again deserted and have not since returned; two vagrants deserted twice and were then on their third admission deported or discharged; one vagrant deserted, twice, returned a third time to the Work-house, and was in it at the close of the half-year; and 4 vagrants deserted once, returned again to the Work-house, and were then discharged or deported. The actual number of men therefore who deserted either once or more frequently, was 37. In the the commencement, upon the Indian accounts of the general list however of admissions the names of seven of these vagrants appear twice and the names of three of them are entered three times. The name of another vagrant, who was twice admitted during the half-year and twice convicted and sentenced to imprisonment for leaving the Work-house without permission, also appears twice in the list, as, too, does the name of a vagrant who was sent to jail once from the Work-house for misconduct and was subsequently re-admitted. The names of 7 other men who were discharged or sent for treatment to the hospital during the half-year, and afterwards received back into the Work-house also appear twice on the list. Making accordingly the necessary deductions, the number of distinct individuals in the Work-house at various periods during the half-year would seem to be 133. The daily average number of vagrants in the Work-house during the six months in question is stated to have been 36.

3. Employment was obtained for 34 vagrants: 17 who could not or would not procure employ, and who either were unwilling to be deported or could not conveniently be deported, were discharged under Clause 2 of Section 16, and 27 were deported. Of these last mentioned men 20 were sent to England by steamer *viâ* the Canal at a cost of Rs. 2,400 for passage-money, and Rs. 529-8-0 for clothing, necessaries for the voyage, and small gratuities on their arrival at Liverpool to enable them to reach their homes, and 7 were shipped to

and the rails were the same, the sectional area of the sleepers was to be different. He had laid thousands of sleepers of the section of 8in. by 4in. on a 4ft. 8½in. gauge, forty years ago on one of the earliest lines. All the sleepers on that line were of that sectional area, the weight of rails was 40 lbs. per yard, and over a portion of that line the traffic between England and Scotland ran for about four years. Therefore, if the sectional area of 8in. by 4in. was sufficient for a gauge of 3ft. 6in., he had no hesitation in saying it was sufficient for a gauge of 5ft. 6in. with the same weight of rail and of passing load. But the difference in sectional area of the sleepers adopted by Mr. Fowler, caused a difference in his estimate of £150 per mile.

Then, again, on the question of ballast, Mr. Fowler took the depth of the ballast for the metre gauge at 1ft., but for the 5ft. 6in. gauge he took a depth of 1ft. 3in. If 1ft. depth of ballast was sufficient for the metre gauge, it was sufficient for the 5ft. 6in. gauge; therefore, that was a point on which he joined issue with Mr. Fowler, as to whether in that item a fair comparison had been made between the two gauges, and, if not, it made a difference of £81 per mile.

Then Mr. Fowler took an addition of £10 per mile for laying the additional gauge. What it might exactly be he could not say, but he should put it at not more than £2 or £3 at the outside, because in the manipulation of the laying of the rails the only additional cost was connected with the handling of the larger sized sleeper. Mr. Fowler took the difference in sidings at 10 per cent., and said, if the main line cost a given sum per mile more than the metre gauge, and all the sidings were the same, they must add so much to the cost per mile. In that he (Mr. Harrison) entirely agreed; but putting the whole together it brought out, only £378 per mile, instead of £633, as stated by Mr. Fowler; and he could not help feeling, that when the author of the paper added together the two sums, of Mr. Hawkshaw's and Mr. Fowler's estimate, with the addition of £10 for land, and then took an average of the whole, such a mode of making an estimate hardly commended itself to one's mind as a proper mode of determining a question of such vital importance to our vast Indian empire—that they were to take the average of two opinions, without a strict investigation of the mode by which those opinions were arrived at—and it reminded him of the mode he had often seen followed by common juries who assessed the value of land—they took the sum of the amounts given by the witnesses, and took an average of the whole. Now, taking the amount of the average, which was £497, as arrived at by the author of the paper, there was added to that, for engineering and agencies, 17½ per cent., or £87 per mile. He believed it was the case that on many Indian railways the cost upon the outlay for works for engineering and agencies was that amount; but when they looked at the nature of this excess, there were many items which formed that excess which could not for a moment come under the category of works which required an average of the whole of that expenditure. He took the engineering, the setting out of the line, the preparation of plans, the estimate of all the works, which were important items, and it was quite clear these would be expenses per mile equally chargeable upon the narrow gauge and upon the broad, and, therefore, when he saw 17½ per cent. charged as an average of the whole cost, it was clear there ought to be a large deduction made from that item.

Then there was a question of saving of maintenance, which was put at £10 per mile, and capitalised at twenty years' purchase as £200. That, in itself, he did not at all find fault with, but he doubted very much whether the effect of the mode in which it was put was not calculated rather to mislead. It was not expenditure. It was quite clear, that to maintain the sleepers and other works upon the broader gauge, they would have a larger expense in renewals; and he did not quarrel with the amount of £10 per mile, but he did not think, when they estimated what the outlay would be, this should be regarded as additional cost.

Then Mr. Hawkshaw had put in his estimate an item of possible saving of £200 per mile for curves. Now Mr. Hawkshaw admitted, not only with regard to that item, but with regard to other items of his estimate, that he had placed them at an amount which he believed would place it beyond the power of cavil; but Mr. Harrison was afraid he should cavil very greatly at this estimate of £200 per mile for curves. He did not know exactly what the nature of the country was, but he was told, that as a rule, sharp curves were not required, yet this was a charge which it was proposed to be made applicable, not to special cases, but to the whole of the proposed 10,000 miles of railway throughout India. Now, surely, apart from the question whether £200 per mile was the right sum, it could not be right, where they had the great majority of the lines, as he was told, through a country in which few or no curves were required, to apply the result of the special cases, and those quite exceptional, to the whole length of lines they were proposing to construct. He further took exception to the question of sharp curves, because, as he understood, there was a limit put of 5 chains radius on the metre gauge, and there was no difficulty whatever in adopting for such lines curves of 8 chains radius with the broad gauge. He had such curves at work without the slightest difficulty over many miles of railway and very steep gradients. He had occasion some time ago to go into this question of what the saving was by adopting these sharp curves; and if they wanted accurately to arrive at the amount, they must go one step further by taking the additional length of line which these curves entailed, and the cost of maintaining and working that additional line, and they must capitalise that additional cost; they must also take into account that in many cases the apparent saving, which was solely a question of excavation, was far more than swallowed up if they adopted the correct plan of taking into account the increased cost of making, working, and maintaining the additional length of line: therefore he doubted whether in any case there could be an excess of expenditure of £200 per mile; and under no possible circumstances could such an expenditure be applied to the whole 10,000 miles to be constructed in India.

These items altogether brought up the cost, as given by the author of the paper, to £1,060 per mile. Now he begged to say distinctly from his own practical experience, if he were going to construct, in England, a metre gauge line, as compared with a light broad gauge line, it would not save £400 a mile; therefore he entirely doubted the accuracy of the basis as set forth in the paper, and on which, as he understood, the Indian Government had decided on the introduction of the metre gauge. Whether the reduction from £1,060 to £400 would alter their ideas or not, he could not say, but the whole basis of the Governmental decision, as put forth from the beginning of the paper to the end, was stated to be that the one solitary reason for adopting a narrow gauge was a belief in its superior economy. It did not state the extent of that economy, but simply that it was a superior economy.

With regard to cheap lines, there were other circumstances beyond the mere question of permanent way, which entered into the construction of cheap lines. He had, within the last three years, to make a line in Yorkshire—the Selby and York railway;—that line was constructed on the first-class gradient of 1 in 210; but the contractor happening to find a good brick-field in the centre of the line, he laid down, for his own, purposes, a permanent way of nearly the whole length of the line. The cuttings were from 18ft. to 20ft., and the embankments about the same height. During the whole progress of the line for two years this contractor's permanent way was laid upon the surface, and Mr. Harrison had travelled over it at a speed of 20 miles an hour. He was satisfied that if more attention was devoted to the use, in certain cases, of short and sharp gradients, and in that way getting over the surface, they would find a greater economy than was involved in the question of lightness of railway.

So far, then, as to the general question of economy: but now he would take up that which was put forward in the paper as being by far the most important part of the question, which was the applicability of the metre gauge to the Punjab system of railways—not only the metre gauge, but the introduction of the mixed gauge, and of break of gauge. The paper stated the proposal was to lay down a third line of rails in the 214 miles of line from Lahore to Mooltan. That was a proposal to introduce into a portion of the Indian railways—which was admitted, in the paper itself, to be one of the most important for strategic purposes—that break of gauge and of mixed gauge, which, in England, he was happy to say, were on the point of being abolished. He had been a great deal connected incidentally with these questions of break of gauge, and of mixed gauge, and he had always heard from all parties, in South Wales particularly, the break of gauge described as the "curse of the district;" and when lately in that district, he had heard them equally rejoicing that a change had taken place; and one gentleman connected with copper-works in Wales told him that the change of system by which they could get their copper ore direct to the works, without having to tranship it, had induced an economy for his firm of £1,000 a year, and that additional income was derived entirely from avoiding loss they formerly sustained in copper ore from the tranehipment.

Mr. Fowler's estimate of the saving as between the metre gage and the standard gauge was £680,000; but if the views which Mr. Harrison had expressed were at all correct, and he presumed Mr. Fowler had based his estimate on the same basis as his report, that amount would be reduced to a very large extent; and it was admitted that there were sets-off to the extent of £327,177 for altering the existing gauge in one case, and for laying down the mixed gauge upon 214 miles of the Lahore railway. Then there was a further item of £320,700 for rolling-stock for through traffic, the extra narrow-gauge stock, and for military contingencies. Now that item was vouched for, according to the paper, as necessary by General Strachey, Colonel Dickson, Mr. Fowler, Mr. Lee Smith, and Mr. Rendel; but it was argued by the author that "not the smallest deduction ought to be made on that account." Now, in this case, he would bring to bear that which had been his own experience in these matters, and here he would quote the words of the paper:—

"Considering, first, the section from Mooltan to Lahore, the existing quantity of broad-gauge rolling-stock thereon either is sufficient for all expected traffic, whether through or local, or it is not. If it is not, then, in case the broad gauge had been adopted for the adjoining sections also, it would have been indispensable to provide additional broad-gauge rolling-stock for the Mooltan-Lahore [section; the cost of this addition would certainly have been at least equal to that of the quantity of metre-gauge stock requisite in order to render the total amount of rolling-stock, broad and narrow, capable of conveying all the traffic on a mixed gauge."

Then the converse of that proposition was also gone into, and the same argument was also used as to the Lahore and Peshawur railway. Now, wherever they adopted two systems of gauge, the merest tyro in railway management would tell them that it was impossible to do the work with the same amount of stock which was required for an uniform gauge. He did not state this as a matter of opinion, but as a matter of fact, which he was satisfied every railway manager knew to be beyond dispute; but the author of the paper asserted—he did not know on what authority,—that not the smallest deduction should be made on that ground. There were many practical instances of it. He would take as an illustration the case of two collieries, each of which thought it was desirable to have their own particular stock; but if the railway company did the work, the stock with which they could do it would be less than the aggregate stock of those collieries. If, on the other hand, the railway company determined to carry a particular portion of their traffic by a particular class of wagons, and the other portion by another class of wagons, it was clear that, to carry that traffic, they must have a larger amount of stock. Then, again, there was the question of the expense of working. When they had the two systems to work, it was utterly impossible they could work those systems by running only the same amount of mileage. They had the mixed gauge; they had two sets of trains, one for the broad, and the other for the narrow; and, in working, they must have a largely increased mileage; thus the fair basis of calculation would be to take that additional mileage as an annual cost, and to capitalise it as a set-off; but that was not done.

Then, again, he did not see anything put down for the increased cost of maintaining that 214 miles of mixed gauge. No one could dispute that there was a large additional cost in maintaining a mixed gauge. He knew that, when the mixed gauge was taken upon the line at Oxford, the Great Western Company calculated they saved nearly £100 per mile in maintenance of way; and he knew the saving could not be less than a fourth of the cost of maintaining a single gauge; and if they put that at £80, the increase of £20 per mile—which was the minimum—and capitalized that over 200 miles, they got an amount of £80,000 as a set-off against this £320,700. Then he saw also, at the other end of the line, the whole of the stock of the Scinde railway would be thrown upon the hands of that company, and it must be sold. That line was now of the standard gauge, and that being done away with they would have that stock to sell, and to supply its place with other stock. He saw no account of the loss which would be sustained by that; and it was well known if a company had stock to sell they would think themselves happy if they realized anything like 50 per cent. of the first cost. If he he took all the items together, the conclusion he arrived at was that, so far from this crucial test, the one solitary reason, superior economy, being actually realized, he, on the contrary, had no hesitation in stating that the adoption of this metre gauge on the Punjab system of railways would be found to occasion actual and positive increased cost to the Indian Government.

Now there was one other point which he thought had not yet been sufficiently tested anywhere—certainly not in England—and that was, what would be the actual cost of working this metre gauge. The only instance they had in England was the Festiniog railway, which he knew and had travelled over, and there the expense of working and maintenance came out at £1,000 per mile. Now, he knew perfectly well that for years the Newcastle and Carlisle line with a traffic greater than that of the Festiniog railway, never exceeded £500 per mile. What was it in this gauge that caused the Festiniog line to be worked at a cost of £1,000 per mile? He thought that before assuming as a fact that there was to be this great saving in cost, when they were going to adopt an innovation affecting the whole of India it would be a prudent plan to ascertain with more certainty that which was not referred to in this paper, namely, whether in the actual working there was any saving at all, and whether there might not be a loss? He held that was a point which was already settled, taking the results at Festiniog as a guide. He was reminded that the Festiniog line was only a 2-ft. gauge. That was true; but the argument had been used, that if a line of 3 ft. 3½ in. gauge could be worked more cheaply than a line of 5 ft. 6 in. gauge, then by reducing the gauge to 2 feet, it would be worked more cheaply still; but he believed the reverse would be found to be the case in working.

There were several other points to which he should have been glad to refer; because he found they were matters in which, in a practical point of view, he considered that the assumptions in the paper were entirely erroneous. But he felt he had trespassed sufficiently long upon the time of the meeting, and many other speakers would be able to go into those matters and to elucidate them.

LETTER AND STATEMENT FOR THE PROPRIETORS OF THE P. & O. S. N. CO.

FROM CAPTAIN GEORGE BAIN, LATE A MANAGER OF THE COMPANY.

(Continued from our Yesterday's Issue.)

73. My recommendation respecting reconstruction having been overruled, it was resolved upon, ere I left for India and China (on a tour of inspection) in November, 1869, that certain new ships would be built, and I left an outline plan for their construction.

74. During my absence on that tour, contracts were entered into for building four ships of the "Khedive" class, but Mr. Sutherland succeeded in making an alteration in that plan. In effect it was a repetition of the blunder which it had been found necessary to rectify in the manner referred to in the last paragraph. As a necessary consequence, this had of course to be again corrected, so far as was practicable, and he is responsible also for the contrivance resorted to for that purpose, in this case. The result of these proceedings has been such that I have recorded with the Board my protest against my professional reputation being associated therewith, in connection with such otherwise fine ships.

75. I have just detailed what resulted from my absence in India. I shall now show the result of my absence subsequently at no greater distance, than the Clyde, by quoting the following extract from my letter to the Board, of 26th November, 1872:—

76. "It was in consequence also of my absence on the Clyde, that the Management prior to the 24th June, 1871, decided, after deliberations to which I was no party, to commence building four ships, of 360 x 36 x 30 feet (the 'Cathay,' 'Hydaspes,' 'Malwa' and 'Bokhara') which as then finally arranged for, were most unsuitable for our service. They professed to be first-class passenger ships adapted to carry 120 first class passengers, 50 second class, 500 tons coal, and 2,000 tons cargo. The dimensions, and other arrangements, however, which had been decided upon, were such as to render them unsuited, in my opinion, for our services, as will be shown by the increased beam found necessary. I lost no time in remonstrating with the Managing Directors against building ships of the beam proposed when we had so many of the same beam which could be converted, at little cost. After procuring from London such of my papers as were necessary, I wrote two letters dated the 18th and 25th July, 1871, from the Clyde, pointing out that if new ships were to be built, the beam should not be less than thirty-eight to forty feet, and ultimately in consequence of that letter, the beam of these new ships was increased from thirty-six to thirty-nine feet."

77. It is due, therefore, solely to my remonstrances, that the four ships of the "Cathay" class are now such fine vessels as they are, by their beam having been increased from thirty-six to thirty-nine feet. I may here add that even after that decision, an attempt in the beginning of 1872 was long persisted in by Mr. Sutherland to have the four new ships of the "Venetia" class built of the thirty-six feet beam just rejected, while I advocated in that case thirty-eight to forty feet, the former figures being ultimately adopted. Under these circumstances I have inserted in the section devoted to Reconstruction, my above-named letter of the 18th July, 1872, to the Managing Directors, which, although it was the means of rescinding the resolution adopted by the Board, for building the "Cathay," class of ships of (as originally decided) thirty-six feet beam, brought down upon me grave censure from Mr. Bayley.

78. That letter proves how thoroughly my present action accords with my efforts throughout, and that I come not before you as a mere agitator, but am entitled to claim, as I do, to be absolved from all responsibility for the deplorable manner in which the Company has suffered in the general policy which has been so long pursued. On the other hand, the course I have followed, during these six years, has benefited the Company financially to a large extent. I have thus shown the error committed in consequence of my absence, and its rectification in consequence of my remonstrances. I shall conclude by adding without a word of comment the following extract from my letter to the Board respecting the proceedings which followed, and resulted in contracts for constructing the four ships "Cathay," "Hydaspes," "Bokhara," and Malwa" undertaken by two different shipbuilding firms:—

Extract from letter, 26th November, 1872.

79. "My co-Assistant Manager, Mr. Sutherland, was sent to the Clyde in consequence of this letter. I was the Nautical Member of the Management, yet Mr. Sutherland never even communicated to me the object of his mission to the Clyde, although we were in daily intercourse. In fact, it was from the Glasgow newspapers I learnt that the contract for building these four ships had been made, and it was from the same source I learned what contracts had been entered into concerning the 'Pera.'"

MINOR IMPROVEMENTS.

80. In connection with minor improvements to new ships, and the greater or less opposition or obstruction I met with, even in such matters of detail, I would note the following examples:—

81. *Life Boats.*—I have always entertained and expressed strong opinions as to the necessity for having two life boats attached to each ship, of such large size as to be capable of laying out a best bower anchor and cable, from ships when required, besides which they would add largely to the means of saving life in case of accident. Mr. John White, of Cowes, designed from my direction in 1868 such a life boat, and after much opposition I obtained sanction for supplying the same to the "Deccan," "Hindostan," "Australia," "Khedive," and "Mirzapore." Fresh opposition was, however, raised, and successfully, against supplying such boats to the "Pekin," and "Peshawur" (of the same class) and their construction, was countermanded. They were however, ultimately conceded in consequence of my proving that when the "Surat" was stranded, had she been provided with such boats, she might probably have been got off, and entailed comparatively little expense, instead of which £20,000 were expended upon her repairs. Inquiry will show how far the boats supplied to the succeeding new ships, although in excess of the legal requirements of the Board of Trade, are capable of doing the duties provided for in the other ships. I may add that the model prepared for me by Mr. White, of the first of these boats, was recently exhibited by the Company at "The 'Northfleet' Relief Fund Exhibition," in April last. The dimensions are 35 x 10 x 3 8/12th feet and she is capable of carrying ninety-five people as described in the catalogue of that Exhibition, which is, however, in error in stating such a boat had been in use since 1846, she having been *designed* only in 1868.

82. With a view to increased precautions against the dangers of stranding, or collisions, I have sought to facilitate that instantaneous action of the officer of the watch in the moment of extreme peril, upon which so often has depended the fate of ships. I accordingly proposed to apply to the ships of the *old* fleet, the bridge steering gear which has been supplied to the *new* vessels, and to provide the latter, in all events, with a chart-room, having attached to it the necessary accommodation for the commander on or near the bridge. I have only partially succeeded with the latter recommendation, and the effect of my action in regard to the former is thus described in my letter of 26th November "I was obstructed in fitting the bridge steering gear to certain of our ships unprovided with it. Although the 'Massilia,' when in great peril, had been apparently saved by its use, yet I failed in being allowed to have it fitted to the 'Carnatic.'"

J.—RECONSTRUCTION OF THE FLEET

83. This subject is of *vital* importance to the Proprietors. I have carefully studied the system (which I have advocated for years), by a personal investigation in the most important ship-building ports in England, Scotland and Ireland, more particularly on the Clyde and at Liverpool, among the principal ship-building firms there. I have satisfied myself by these and other means, that most of our ships, by which are meant the fleet of 1868, consisting of forty-eight ships, were adapted for reconstruction. I have also personally noted carefully what has been done by other steam companies in such matters, and have seen the soundness of my views proved, at our own expense, by others who have purchased ships from us, and reconstructed them very much as I proposed we should have done.

84. To show that my recommendation are not untested experiments, which might prove expensive failures, I deem it right to mention that in 1871, other steam companies of the very highest standing have dealt with some of their ships in the manner I had urged for years previously.

85. This policy of reconstruction, which dates from 1866, when I proposed to deal with the "Nemesis," may be said to be based upon the fact that in 1868 we had forty-eight ships, which might fairly be described as a fleet, most of the vessels of which were the finest afloat, so far as workmanship and material are concerned, but no longer suited to the requirements of the increased traffic and competition. Of these a great many were constructed of a strength of scantling quite equal to a large number of ships of the present day, which are probably 50 per cent. larger. These were, therefore, suitable for reconstruction, which should have been done by providing each with compound engines, and altering the hulls of each ship in a suitable manner, which would enable them to carry from double to three, or even four, times as much cargo as at present; combined with improved passenger accommodation, and diminished expenditure of fuel. This could have been effected by increasing the length, and adding spar decks, poops, forecastles, or deck-houses, according to the capabilities of each ship.

86. By having the engines ready, and as much as possible of the other material prepared before the ship is docked, the loss of time is very little: in fact, I know a ship of 289 feet long by 39 feet beam was lengthened 80 feet with the addition of a spar deck, and from the time she entered the dock, until she was ready for sea, was less than six months, and that too during the winter season.

87. I may here mention that Mr. Bayley has opposed my recommendations upon the ground that our ships are unsuitable for reconstruction, with two or three exceptions, while Mr. Sutherland has maintained that not more than three, or possibly six, were adapted for that operation, and that it was questionable even in their case. My own notion in the opposite direction has been continuous. So far back as 1866-67, I procured estimates for lengthening the Nemesis, and providing her with new machinery, at a total cost of £38,000, but she was sold for £25,000 instead (not, by the way, £29,000, as inadvertently noted in my letter to the Board). She would thus have therefore cost us about £63,000, and have served our purpose as well as a new ship costing us about £100,000.

88. In 1868 I attempted to attain a somewhat similar result by urging the purchase of three ships, under the circumstances detailed in the following extract from my letter to the Board. I had, while absent from London, heard that what seemed to be suitable vessels were for sale, and before returning made a point of personally inspecting them. The extract is as follows:—

89. "I carefully surveyed personally three almost new steamers, each of over 2,000 tons, carrying capacity, admirably suited for being adapted to our Service. I obtained from the intending sellers the 'Refusal' for three months of purchasing these vessels, thus allowing ample time for testing the soundness of my proposal. These I proposed the Company should purchase, and should have adapted to our wants, in a manner which I detailed to the Management. In fact, they would each have been capable of doing the work performed by a ship which had cost us over £100,000. Had I been allowed to carry out my views, these three ships would have cost us (including purchase-money) and estimated expenses of conversion) about £50,000 to £55,000 each. They would now have been working three years, representing a carrying capacity of over 80,000 tons per annum, on the Bombay and Suez line. These ships would each now be worth to us £70,000 to £75,000. I was overruled in this by the Junior Managing Director, on the ground that the ships were not strong enough for our requirements. To that I at once replied, but I had carefully examined them myself, and was satisfied they were as strong as any of our own ships. The value to be attached to these conflicting opinions is to be estimated by the fact that one of these three steamers has been converted, and has since been employed in carrying the description of cargo most trying for a weak vessel."

90. The dimensions of these vessels were 360 X 40 X 30, one foot more beam than the new ships of the Cathay class, which are such favourites in the Service, both as to carrying capacity and as passenger ships.

In 1869 I consulted the builders of the Nubia respecting her reconstruction, and they agreed with me that she could be advantageously lengthened, with such increased deck accommodation as the Company might require. I failed, however to obtain assent in the Management to that proposal, even when thus supported. While I was in India this ship was sent home with disabled machinery, and I wrote, but ineffectually, from Bombay, reiterating my former recommendation, specifying particularly that she should be lengthened 60 feet, and have a spar deck added. In 1872 we deliberated formally in the Management upon a similar recommendation with regard to this very ship which was then urged by a very eminent Shipbuilder and Engineer, yet nothing was done. I shall here, therefore, note certain particulars respecting this vessel, and leave you to judge by them of the comparative merits of the policy advocated by me, as compared with that which has been followed. By my plan her cargo capacity would have been more than trebled, while her gross tonnage would only have been increased by a few hundred tons. She burns now, from 48 to 55 tons coals per day, and would, when converted, consume about 28 tons. When I proposed to deal with her she carried 550 tons cargo, and her gross tonnage is 2,095 tons, upon which she has to pay eight shillings per ton, Suez Canal dues. She has gone to India and assuming that her cargo pays freight at £1 5s. per ton on

say even 700 tons, or	£ 857
her Canal dues alone amount to...	838
that leaves only a balance of	£ 37
to pay for fuel consumed to Bombay, say, 1,500 tons	£ 3,600

besides wages, victualling, insurance, port dues, and all other charges. Many of our ships are worked even more disastrously.

91. From November, 1869, to October, 1870, I was absent in India, China, and Japan, and was present at the opening of the Suez Canal, and examined carefully and reported upon the capabilities of that route. I at once wrote and predicted the great competition that was likely to result, and urged that it should be met by reconstruction and adding to the fleet, pointing out the great loss likely to result from *selling* our ships. A reference to my correspondence during that tour, shows that recommendations to the same effect were made more or less in detail, to deal with a number of ships specified. Among the latter, I may name the Surat, Mongolia, Nubia, Delhi, and China.

92. With regard to the Delhi, I deprecated the mode of dealing with her then proposed, and since carried out, pointing out that it would (as it has resulted), injuriously affect her draught of water, and consequently her speed. I recommended lengthening her. That arrangement was equally applicable to the Tanjore.

93. In February, 1871, I was at the Clyde and had the necessary consultation with a ship-builder there as to the cost and other details of reconstructing and compounding the engines of five of our ships. In May or June Mr. Allan, and in October Mr. Bayley, were at the Clyde, and on both I urged that work being carried out. No action was, however, taken in the matter for so long a time that these ships are not likely to be finished before 1874.

94. In the Spring of the same year (1871), while at the Clyde, I procured and communicated to the Management plans and estimates for reconstructing the Ceylon, according to which she would have been lengthened 80 feet, and had a spar deck added. These plans would have been applicable to the Pera and other ships, but nothing resulted from it. The Ceylon has received only new boilers, but the Pera has been dealt with as described in the following extract from the Board's Report of 29th November, 1872. To that extract I shall prefix another from the same document. Both of this combined show what was *proposed* to be done and what *had then been done* in the matter of reconstruction. To these I shall add an extract from my letter on the 26th November, 1872, respecting the Pera, and leave you to contrast the two modes of dealing with the same ship.

95. Extracts from the Report:—"The Directors have contracted for new boilers and machinery for the following steamers, viz. Surat, Mongolia, Bangalore, Sumatra, Malacca, Geelong, and Avoca. Two of these, the Surat and Mongolia, will receive entirely new engines, and the former vessel will also be lengthened about 50 feet." The report says further—"The Pera has received new engines and boilers, and a general refit. The new machinery gives this vessel an increased speed, and at the same time effects an economy of nearly forty per cent. in her consumption of coal. The Ceylon, having already compound engines, is now receiving new boilers and a general refit."

96. Extract from my letter of 26th November, 1872:—"I shall here, however, only give one illustration, by referring to what actually took place last year, in consequence of my absence from the London Office being so prolonged. During that absence the plans and arrangements which have resulted in the Pera's present condition were decided upon, and have since been carried out. The result is, that after probably nearly £40,000 sterling has been expended upon her, she still carries only as before, about 600 tons of cargo. Had I been present, and my views carried out, she would now, by an expenditure of about £48,000, carry about four times her present cargo and be a first class, instead of, as at present, a second class passenger ship. She would then have been about equal to the best of our new ships."

97. It was in the summer of the same year, while at the Clyde, that the circumstances arose connected with the building of the four ships of the Cathay class, described in the section devoted to "new ships," and which led me on the 18th July, 1871, to address to Mr. Allan and Mr. Bayley the letter therein referred to. I append to this section a copy of that letter, as it shows the capabilities of our fleet for reconstruction, and proves the assertions made throughout this statement, as to the nature of my recommendations, both in that matter and in respect of the necessity for large carrying ships, and that these recommendations had been pressed by me *ever since I joined the Management*. That letter proves also, that I had exhausted every other means of influencing the managing directors, before I addressed the Board on the 26th November, 1872.

(To be Continued.)

NOTICES.

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Sold by all Dealers throughout the World.

JOHN MOIR AND SON, ABERDEEN, AND 14, COMMERCIAL STREET, LONDON,

Would direct attention to their present stock of SOUPS, BACON, FISH, SAUSAGES, JAMS, OX TONGUES, JELLIES, PICKLES, MARMALADE, SAUCES, &c.

The BACON and SAUSAGES are now not only prepared by J. M. and Son, but the Pigs, being Bred and Fed by them, are of undoubted quality.

BENTON AND JOHNSON, MANUFACTURERS OF GOLD AND SILVER THREADS

Of every description, for the INDIA AND CHINA MARKETS,

Imitation Gold and Silver Threads, Braids, Lametta Tassels, Laces, &c., &c., &c. Also all kinds of MILITARY AND NAVAL ACCOUTREMENTS.

2 inch Rich Gold Lace	18s. 0d.	per yard.
1½ inch "	12s. 0d.	"
1¼ inch "	10s. 0d.	"
1 inch "	8s. 0d.	"
¾ inch "	7s. 0d.	"
½ inch "	6s. 0d.	"
¼ inch "	4s. 6d.	"

Cheaper qualities made from 3s. to 9s. per yard. Gold Bullions for embroidering, 8s. per oz. Gold Lametta, according to length, from 7s. 3d. to 8s. 6d. per oz. Gold Tracing Braids, 10d., 11d., 1s. 4d., 1s. 9d., and 2s. 3d. per yard.

63, KING'S CROSS ROAD, LONDON.

5-oz. TEA LEAD, £27 10s. PER TON.

KEATING'S PERSIAN INSECT-DESTROYING POWDER,

AS SUPPLIED TO HER MAJESTY'S GOVERNMENT, THIS POWDER IS QUITE HARMLESS TO ANIMAL LIFE, but is perfectly unrivalled in destroying Fleas, Bugs, Enmets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insects in all stages of metamorphosis.

Sold in Packets, Tins, and Bottles of various sizes.

KEATING'S BON BONS OR WORM TABLETS,

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Tins and Bottles of various sizes by all Chemists and Druggists.

THOMAS KEATING, London, Export Chemists and Druggist.

Sold Retail by TREACHER & Co., Bombay and Poona.

FRAUD.

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the LABELS Of Messrs. CROSSE AND BLACKWELL, London, and was sentenced by Mr. Justice Phear to TWO YEARS' RIGOROUS IMPRISONMENT; And on the 30th of the same month, for SELLING SPURIOUS ARTICLES Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Sealdah, to TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one selling *spurious Oilmen's Stores*, under Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the Corks of which are all branded with Crosse and Blackwell's name, may be had FROM EVERY RESPECTABLE DEALER in India.

CROSSE AND BLACKWELL'S CELEBRATED OILMEN'S STORES, ALL OF SUPERIOR QUALITY.

Pickles, Sauces, Syrups.
Jams in tins and jars.
Orange Marmalade.
Tart Fruits, Dessert Fruits.
Pongons, Lisbon Apricots and Peaches.
Mustard, Vinegar.
Fruits in Brandy and Noyeau.
Potted Meats and Fish.
Fresh Salmon, Oysters and Herrings.
Kippered Salmon and Herrings.
Herrings à la Sardine.
Pickled Salmon.
Yarmouth Bloaters.
Blackwall Whitebait.
Fresh and Findon Haddocks.
Pure Salad Oil.
Soups in Pint and Quart Tins.
Preserved Meats in tins.
Peas, Carrots, Beans, and other Vegetables.
Preserved Hams and Cheese.
Preserved Bacon.
Oxford and Cambridge Sausages.
Bologna Sausages.
Yorkshire Game Pâtes.
Yorkshire Pork Pâtes.
Tongues, Game, Poultry.
Plum Puddings.
Lea and Perrins' Worcestershire Sauce.

FRESH SUPPLIES OF THE ABOVE AND NUMEROUS OTHER TABLE DELICACIES MAY ALWAYS BE HAD FROM TREACHER & CO., BOMBAY AND POONAH, AND BULL & CO., BOMBAY; AND EVERY STOREKEEPER

CAUTION.

To prevent the fraud of refilling the Bottles or Jars with native productions, they should INVARIABLY BE DESTROYED when empty.

Goods should always be examined upon delivery, to detect any attempt at substitution of articles of inferior brands.

EVERY CORK IS BRANDED WITH CROSSE AND BLACKWELL'S NAME.

CROSSE AND BLACKWELL, PURVEYORS TO THE QUEEN, SOHO SQUARE, LONDON.

At the Paris Exhibition of 1867, THREE PRIZE MEDALS were awarded to CROSSE and BLACKWELL for the marked superiority of their productions.

BANKS.

NATIONAL BANK OF INDIA (Limited)

CURRENT DEPOSIT ACCOUNTS.

Interest is allowed on Current Deposit Account at 2 per cent. per annum on the minimum monthly balances up to Rs. 1,00,000, but no Interest will be allowed on balances under Rs. 1,000.

FIXED DEPOSITS.

The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—

On Deposits, subject to 6 months' notice of withdrawal, 4 per cent.				
Do	do	12	do	do 5 "

EXCHANGE.

The Bank negotiates and collects Bills payable in London Calcutta, Madras, and Hongkong. It also grants drafts on London and on its Branches and Agencies at the Current Rates of Exchange.

By order of the Directors,
WM. A. BAKER, Acting Manager.

Bombay, 29th September 1871.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

BOMBAY BRANCH.

LONDON BANKERS.

BANK OF ENGLAND. | LONDON JOINT STOCK BANK.

MONEY REMITTED

At current rates of Exchange by the Bank's Drafts on its Branches and Agencies in the East, and

On LONDON | On IRELAND
" SCOTLAND, | " PARIS,

And also on the principal Towns in the AUSTRALIAN COLONIES.

If desired, the Bank will send the Draft direct to the party whose address is given.

INTEREST.

On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. 100,000, but no interest will be allowed on balances of less than Rs. 1,000.

All Letters should be addressed, and Hoondies made payable to the Agent, Chartered Mercantile Bank.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE: PARIS.

SUBSCRIBED and PAID-UP CAPITAL £3,200,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS: THE UNION BANK OF LONDON.

CURRENT ACCOUNTS.

INTEREST is allowed at TWO PER CENT. per annum on the minimum monthly balances.

DEPOSIT ACCOUNTS.

Our Rates of Interest on Deposit Accounts will be as follows until further notice:—

At 7 days' notice..	2½ per cent. per annum.	For amounts above Rs. 500 and not exceeding Rs. One Lac.
" 14 "	" " 3 "	" "
" 21 "	" " ...3 "	" "

LOANS granted on French Rente and other approved Securities.

All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."

14, Rampart Row.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON COURT, THREADNEEDLE STREET, LONDON, INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL—£800,000.

BRANCHES AND AGENCIES.

BOMBAY.	RANGOON.	HONGKONG.
CALCUTTA.	SINGAPORE.	SHANGHAI.
AKYAB.	BATAVIA.	HANKOW.

THE BANK'S AGENCY IN BOMBAY

GRANTS DRAFTS on its HEAD OFFICE and LONDON BANKERS, as well as on the other AGENCIES and BRANCHES;

NEGOTIATES, and RECEIVES for COLLECTION, BILLS of EXCHANGE; EFFECTS REMITTANCES in the BANK'S own DRAFTS, without CHARGE for COMMISSION; and CONDUCTS all KINDS of GENERAL BANKING BUSINESS.

INTEREST.

On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. One Lac, but no interest will be allowed on balances of less than Rs. 1,000.

DEPOSITS OF MONEY

ARE RECEIVED AT CALL AND FOR FIXED PERIODS, ON TERMS WHICH MAY BE LEARNED ON APPLICATION.

All Letters should be addressed, and Remittances made payable, to THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

JAMES SIMPSON, Agent in Bombay.

FOR SALE.

FOR SALE, AT THE "BOMBAY GAZETTE" PRESS.

BOOK-BINDERS' SAW-BENCH.—This Machine is for sawing the backs of Books; and it is arranged for foot or steam power. Price Rs. 175, including seven Circular Saws and various-sized Washers for changing every quarter of an inch.

FOR SALE, INDIA TO ENGLAND BY THE LEVANT AND THE DANUBE. Reprinted from the *Bombay Gazette*.

PRICE—ONE RUPEE.

May be had at the *Bombay Gazette* Office, and from Messrs. Thacker, Vining & Co.

FOR SALE, at the "BOMBAY GAZETTE" OFFICE, under the authority of the Bombay Chamber of Commerce, THE AMENDED FORM OF BILL OF LADING For Steamers from BOMBAY to LIVERPOOL via the S